APRIL 17, 1953

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FOUNDED 1895 LARGEST CIRCULATION

"Let's see how Lockheeds stand up to mud", said the Driver, turning the car down a steep, rutted track of glutinous yellow slime.

"We know already", remarked the Lockheed man casually, "Back at the factory we have a machine that hurls thick mud at our brake assemblies for hours on end. Every so often we measure the amount of muck that gets inside—if any."

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"We've learnt to seal a back-plate effectively and keep the mud out."

The car swung out into the road—and almost into a flock of sheep. The Driver braked instantly and the car responded at once with smooth certainty.

"See what I mean!" cried the Lockheed man.

Unremitting practical test under all conceivable conditions is just one of the vital factors in

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The Proof is on the Roads, where 80% of the world's cars fit Lockheed Hydraulic Brakes

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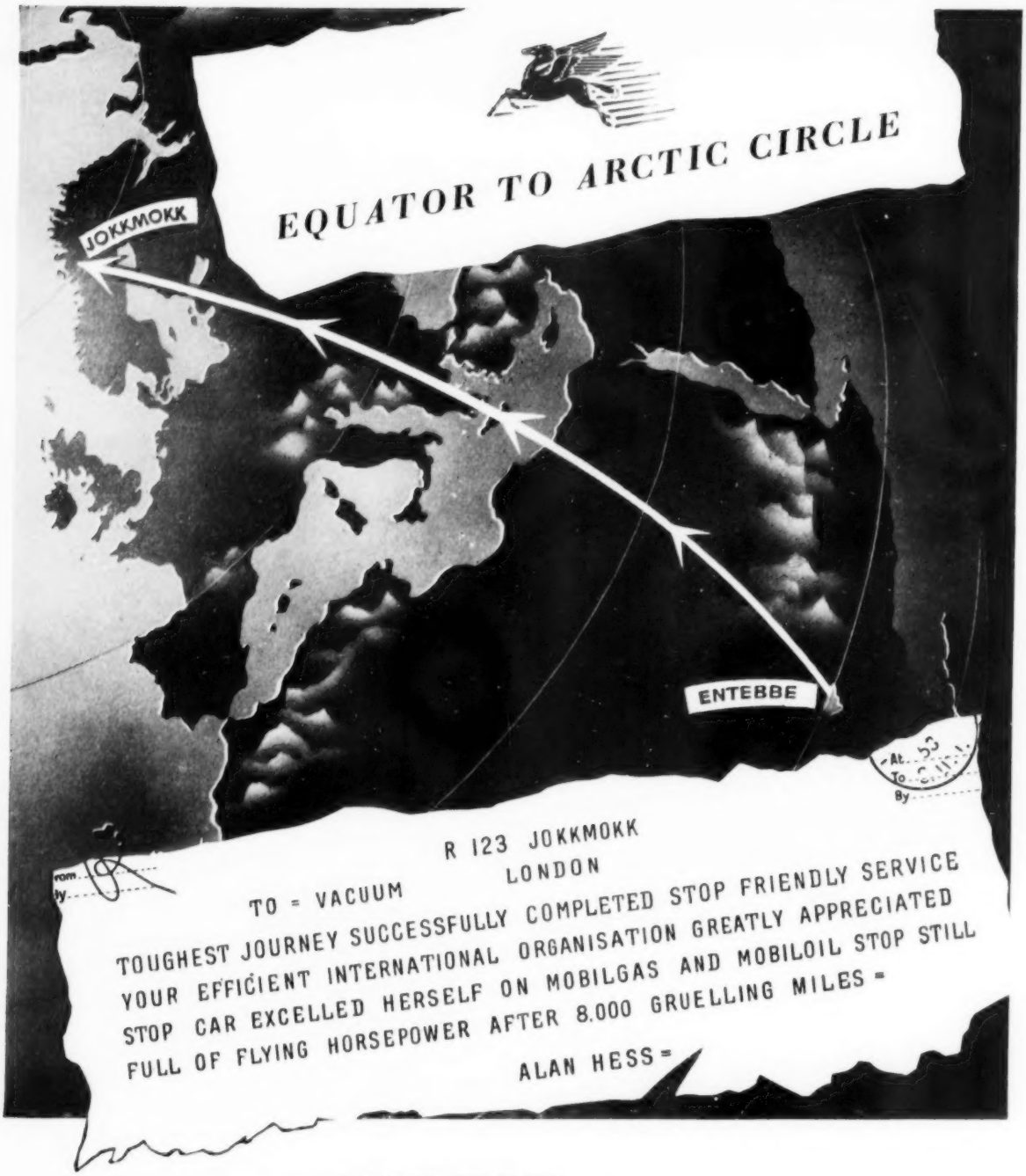

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Motor cars always seem to break down just when they're needed most. At least those cars that aren't maintained as they really should be—and it takes a mechanically experienced man with a lot of time to spare to do that! Of course the answer is to use the Tecalemit Specialised Maintenance Service; ask at your local garage for full details—you'll be astonished at the amount of work that's done at so little cost.

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The Tecalemit Specialised Maintenance Service entails the lubrication of each moving part and the checking of every component that contributes to the working of the vehicle.

T422

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& LENGTHEN THE LIFE OF YOUR CAR!

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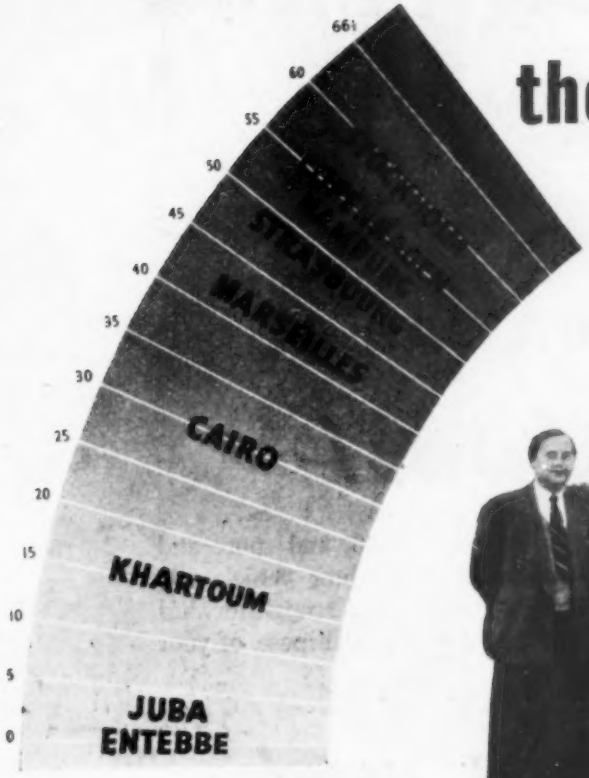
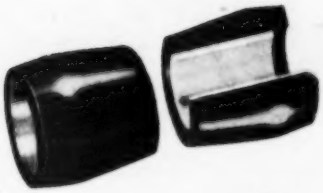


the AUSTIN A40 and its SILENTBLOC COMPONENTS



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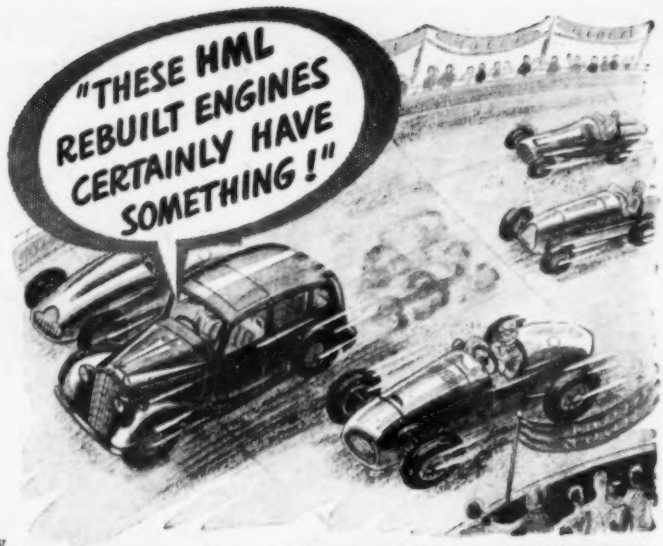

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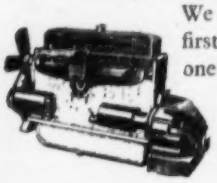

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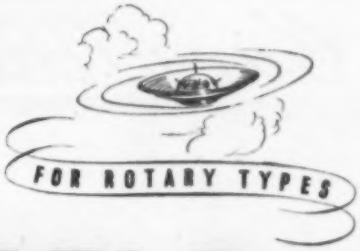

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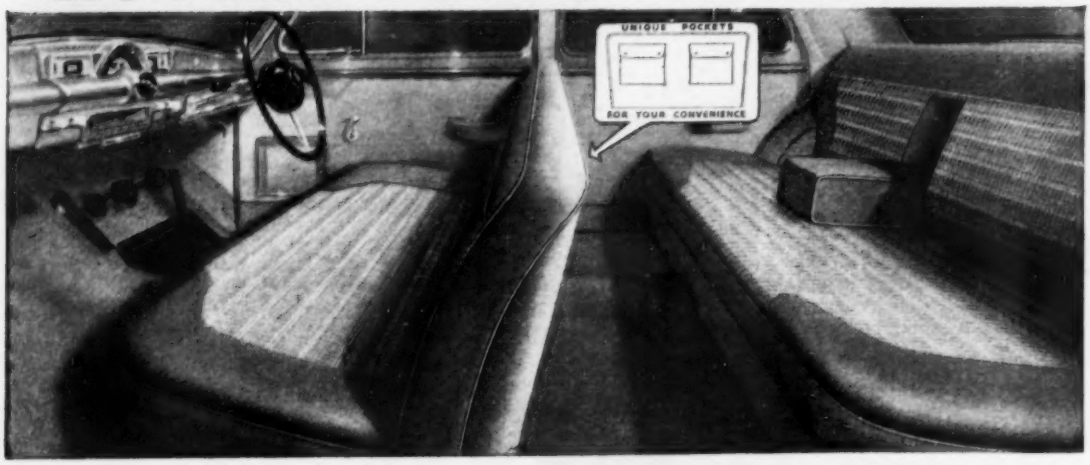

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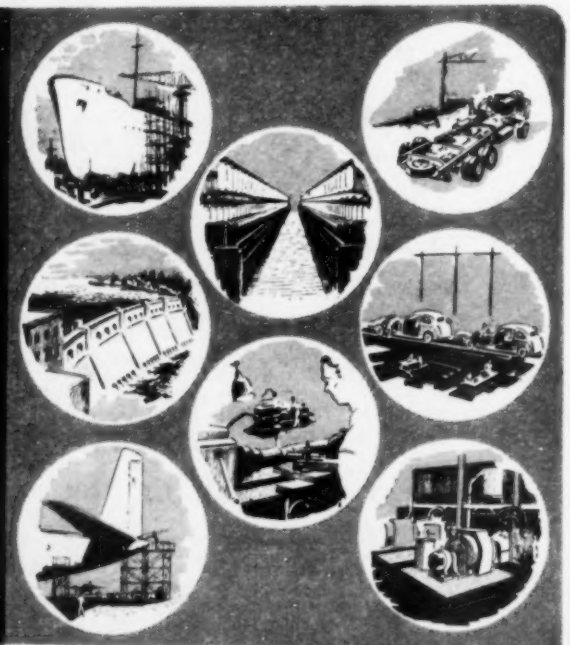

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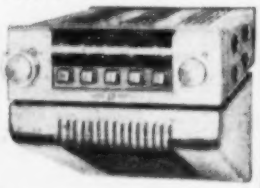

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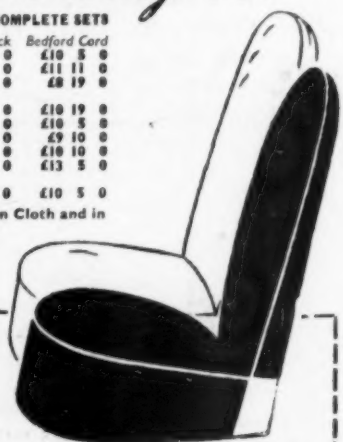

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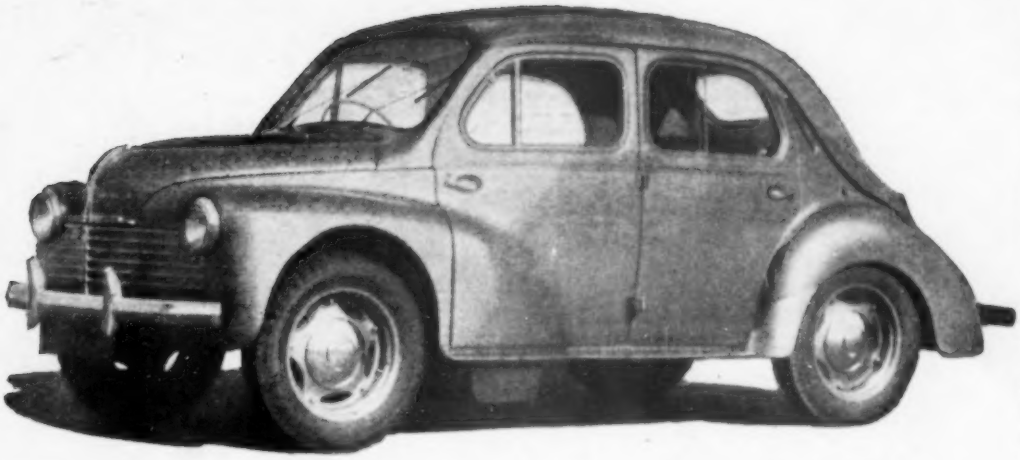
Autocar—April 17



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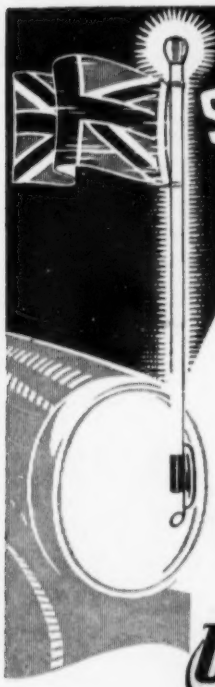

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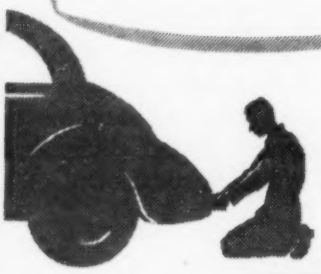

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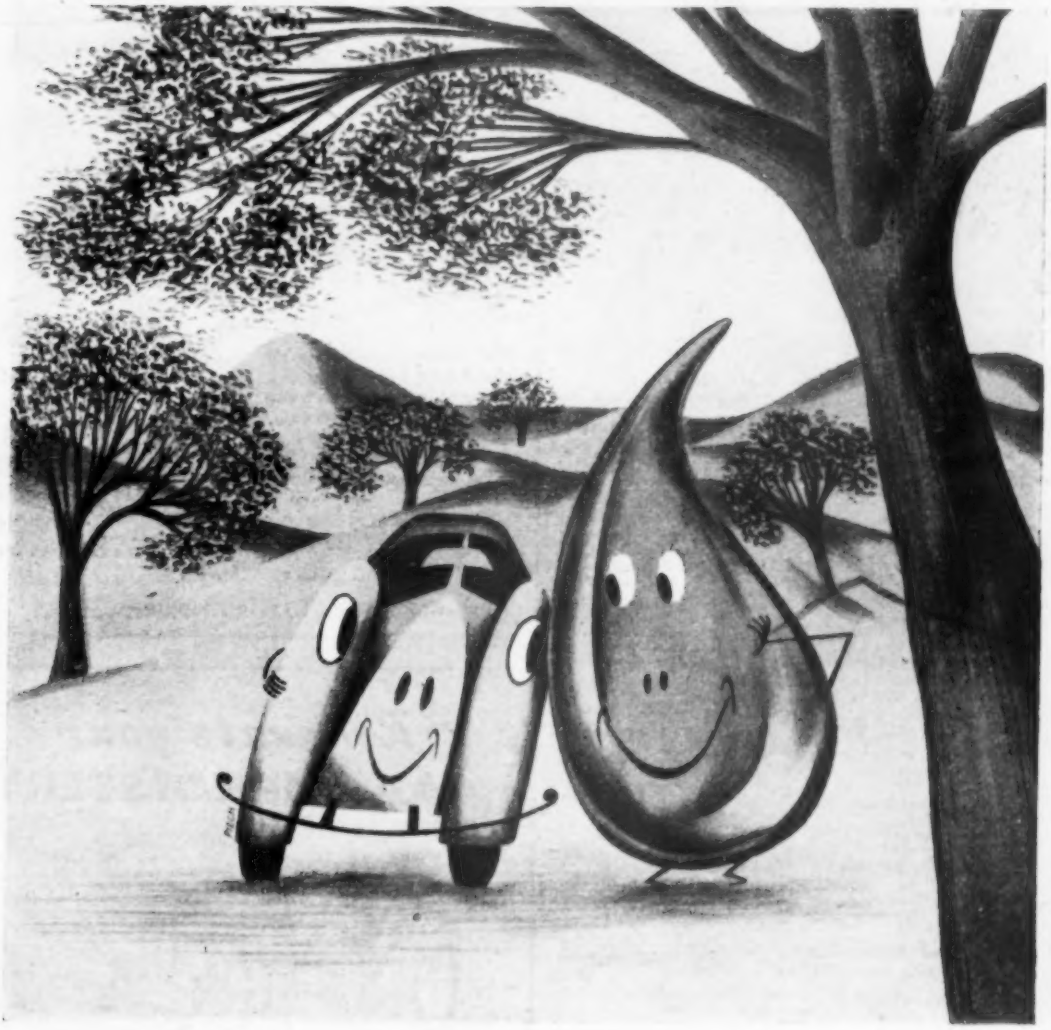

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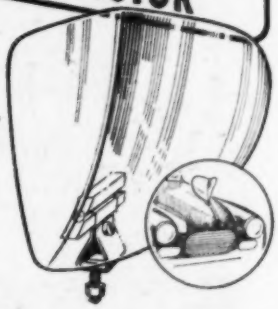

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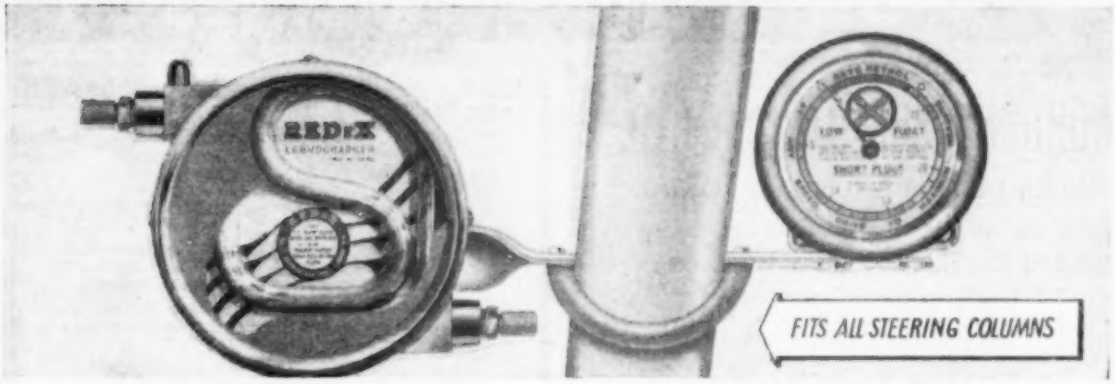

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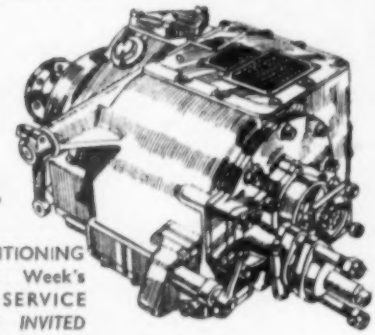

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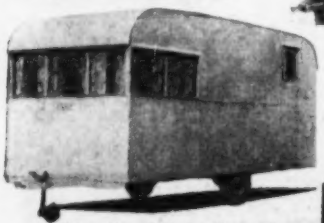

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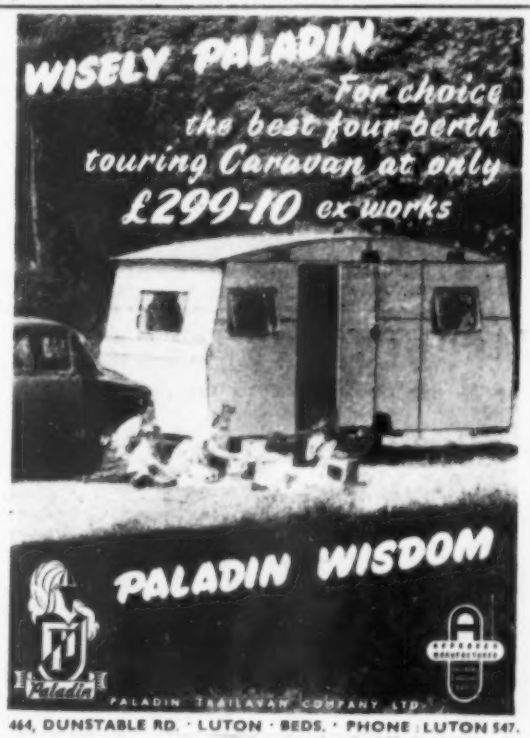

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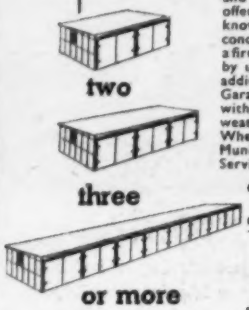

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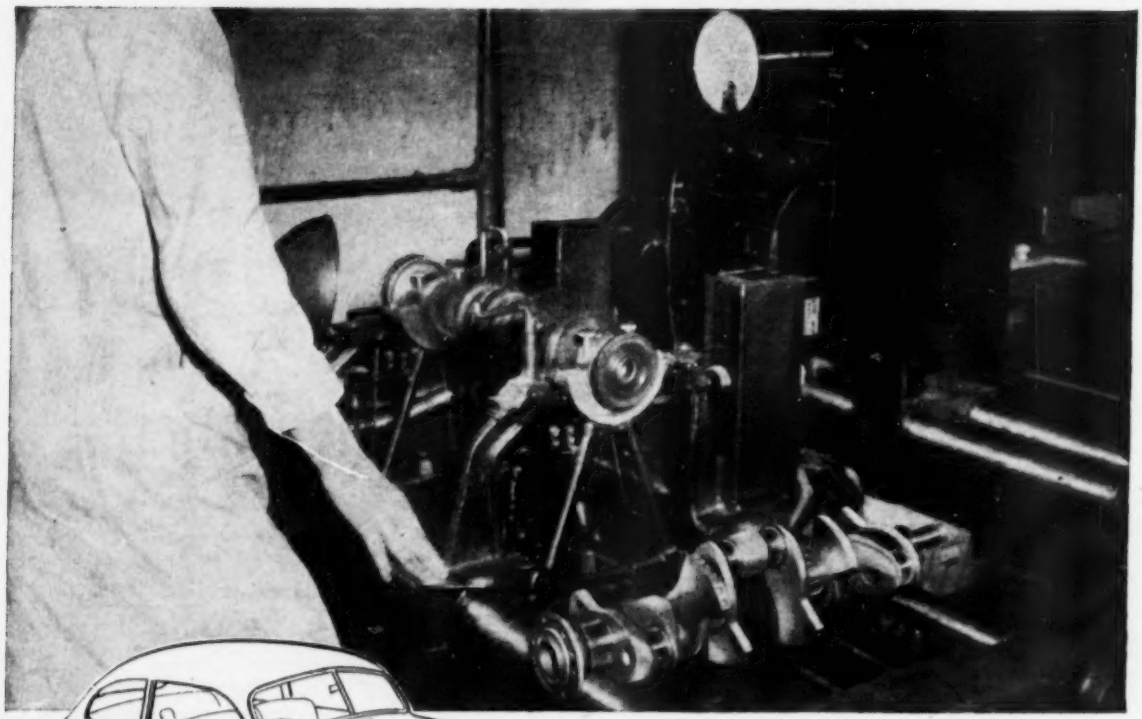

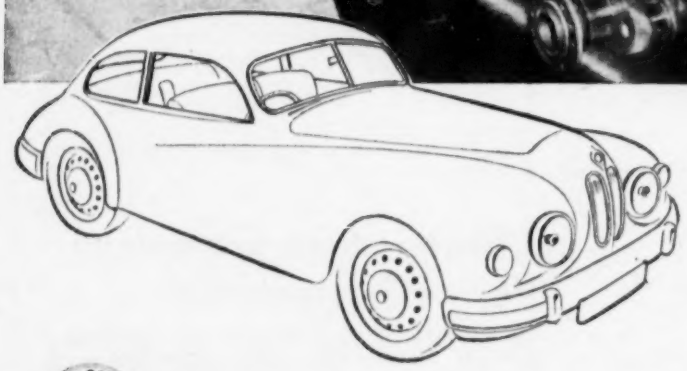

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FOUNDED 1895

No. 2994 — *Friday, April 17, 1953* — Vol. XCVIII

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All-round Encouragement

MOTORISTS and motor traders who hoped that Mr. Butler's second Budget would contain special advantages for them have been disappointed, for the Chancellor's policy of incentive is general, not specific. Quite frankly, it would have been difficult to justify a large reduction in the purchase tax on cars, and the lowering of the rate from 66⅔ to 50 per cent must be accounted judicious; the vehicle industry must continue to work hard for export, and excessive home demand at this juncture might cause it to ease off in its efforts. As it is, however, there is encouragement to buy in the lower rate, coupled with the general tax reductions which the Chancellor has succeeded in making.

Amongst these, there are two which seem thoughtfully planned; the purchase tax on light three-wheeled cars becomes 25 per cent, an encouragement of economy and invalid designs, and the lowered additional duty on light motor cycles with sidecars (25s to 10s) should discourage unwise loading of the solo unit. The reintroduction of initial allowances should benefit the car transport of firms whose fleet is legitimately capital equipment. The removal of purchase tax on taxis calls only for the frivolous hope that this does not mean a steep rise in the kerb-crawling curve, or an excessive frequency of full-lock turnabouts in busy streets.

All in all, however, this is a risk-running Budget that is as refreshing after the economic sterility of previous post-war years as are the showers of the month in which it is introduced. The risk is that the slight disinflation of the past few months will be turned once again into inflation, and the refreshment is for those who are ready and willing to respond to the Chancellor's incentive to hard work. If there are sufficient of these there should be no risk of a return to inflation, and it is to be hoped that the citizens of this country are capable of grasping this simple economic fact.

Holiday Tours

WITH the sun climbing daily higher, a dusting of green on the hawthorn hedge, and Mr. Willett's horological adjustment in the offing, it is legitimate for the motorist to begin to think of holidays. The Chancellor has given him great encouragement. The general lightening of the load of taxation will have a great incentive effect, and the increased foreign travel allowance (announced some time before the Budget) is quite generous. Additionally, anyone with investments in France can obtain a specially favourable rate of exchange for "capital francs" of over 1,000 to the pound, although they must buy French travellers' cheques in Britain to do so.

It is patriotic in this Coronation year to take every opportunity of cheering the new Queen, but it is also, motorists may safely assume, convenient if the loyal citizens of this country do not put too much pressure on London's hotels and boarding-houses during Coronation summer. This should suit the car driver, who may thus flee congestion with an easy conscience (and a good excuse for his teen-age daughters) spending his holiday contemplating the Seven Sisters of Glen Shiel or the awesome Glyders of A5. Should he share the pre-Victorian dislike of the mountainous parts of these islands, he may submerge his car and himself in a Devon lane of foxgloves and hart's tongues or expose it to the summer cumulus of the skies above the Norfolk plain.

The cross-Channel escapist is best served this year. Pockets bulging with newly acquired francs, he can drive off the ferries in France and hold to the right with a clear conscience. The Chancellor has encouraged him to go abroad, and he has vacated Britain for the sake of others. After a few miles of *Route Nationale* he will probably feel that he is the most patriotic of all Coronation Britons.

PROFESSIONAL

HOW THE AMATEUR CAN EMULATE THE SKILLED FITTER IN THE USE OF TOOLS

By J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

ALTHOUGH the general trend of automobile service is away from the home garage and towards the service station, there will always be a proportion of motorists interested in "doing the job themselves." This proportion has even tended to increase again of recent years, for two reasons: the cost of motoring has risen to the point where many motorists are forced to economize as far as possible on additional expenditure, and in the opinion of many car owners the standard of workmanship of the average garage has shown a distressing tendency to fall. This latter point is arguable, and will no doubt be hotly disputed by the better class of establishment; but it seems indisputable that in this, as in almost all trades, the all-important factor of "pride in a good job well done" has sadly declined with the passage of years.

Whatever the reasons and however valid their existence, the fact remains that the interest of the owner-driver in the mechanical processes of service and repair has increased. Unfortunately, at the same time, the accessibility of the modern car has decreased, and the days when almost any job on the car could be carried out with the aid of a normal toolkit of spanners, punches, pliers, hacksaw and hammer have disappeared for better or for worse. The revolutionary change in methods of construction, with the vastly increased use of welding, rubber-to-metal bonding, the self-tapping screw and the self-locking "nut" in all their various forms, has changed all that; moreover, the number of special tools and aligning jigs required, each applicable only to one individual make if not model of car, has reached alarming proportions, for it is obviously uneconomic for a private owner to spend vast sums of money on equipment for what will be, for him, only very occasional usage.

Nevertheless, the basic principles involved in handling tools and equipment remain unchanged. In an article on this subject which appeared in *The Autocar* near the end of last year, many useful hints were given on the correct methods of using everyday tools such as spanners, pliers, screwdrivers, hammers, drills, files, hacksaws and chisels. It may, however, be of advantage to take the process a stage further by considering the particular applications to which many of these are likely to be put in the course of the many minor or emergency jobs within the scope of the amateur mechanic, and also to consider some special tools.

Decline of the Nut and Bolt

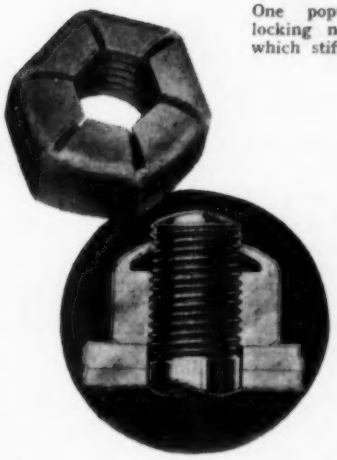
At one time, for instance, it was an axiom of automobile construction that almost every component should be attached by the humble nut and bolt, and that these should be discouraged from working loose by the use of either split pins or spring washers. For engine, gear box, rear axle and other vital parts this still holds good to some extent; but the use of the split pin is rapidly decreasing, because of the expense involved in the production of drilled bolts and slotted nuts and the time taken in assembly. One word regarding split pins, however; it is sometimes permissible to straighten them out and use them again, but it is always better to use a new one if possible, and should they develop a crack in the straightening process it is essential that they should be replaced. When tightening a nut which is to be secured by a split pin, do *not* overstrain the process in an endeavour to reach the next convenient pin slot; nor slacken off the nut again to go back to the last slot; if the slot and hole do not register, either exchange the nut for another or file its bottom face (carefully) until it goes on just that bit farther. If the component is held by a number of split-pinned bolts, it is frequently possible, by ringing the changes on all the nuts during assembly, to have to file only

the last one left to be tightened—or even none at all!

Care must naturally be taken in any case where a large area of contact is involved, not only to exert an even pressure on each of the bolts or studs involved, but also to tighten them little by little in such an order that any tendency to buckle either or both of the components is avoided. With cylinder heads, for example, an order of tightening is usually given in the manufacturers' service instructions; but, broadly speaking, the nuts should be pulled down alternately in each direction, starting from the centre. Many manufacturers now employ and recommend a torque spanner for this job; this, as its name implies, is a spanner embodying an adjustable slipping clutch or preset indicator to enable exactly the same tensile force to be exerted on each stud.

Reverting to locking devices, however; next come the spring washers, which fall generally into three types—single coil, double coil, and multi-tooth (such as the Shakeproof). If the nut is not likely to be removed frequently and needs to be really tight, either the first or the third types are suitable; should the face on to which the washer abuts be of aluminium or other alloy, a plain steel washer should be interposed. The Shakeproof type is also useful for preventing inaccessible bolt heads from turning during assembly. The double coil spring washer is usually used where a degree of movement is involved; it should not be tightened

PRACTICE

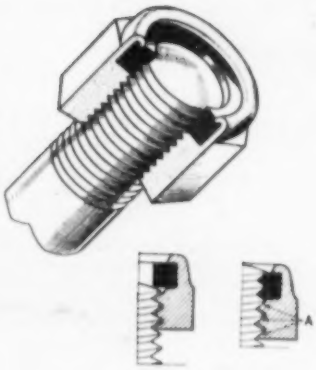


One popular all-metal self-locking nut is the Oddie, in which stiff metal tabs grip the thread.

sufficiently to compress it completely, and some additional method of locking the nut (such as a split pin) is necessary.

Many so-called self-locking nuts are now in general use, such as the Simmonds and Oddie varieties; they are extremely effective, and will in almost all cases remain so even after several removals. The amount of effort needed to run them down the bolts or studs is in some measure a guide to the amount of useful locking property remaining in the nut.

With the advent of composite welded chassis-cum-body structures, the development of box sections, and so on, it has become more and more essential to be able to attach components to the main structure without being able to get to the other side of the panel concerned to hold the bolt head or nut. This has led to the widespread adoption of various forms of captive nut; at first these were merely ordinary nuts attached to the rear of the panel by a blob of weld, but soon special types were devised. Not only do



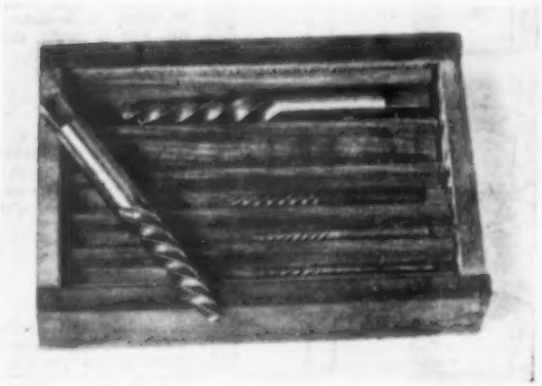
Perhaps the most famous self-locking nut—the Simmonds, in which a ring of fibre or nylon assumes the shape of the thread and resists any tendency to loosen under vibration.

some of these anchor nuts fulfil that original aim, but it is also possible to push the bolt into them (instead of screwing it in the normal way), merely giving it a turn or so to tighten it when once in place. Should one of these nuts become detached or damaged there is, of course, no reason why it should not be replaced by a normal nut, provided that it is possible to obtain access to the position to insert the nut and hold it during assembly.

The self-tapping screw is also widely used in applications where no great stresses are involved. This consists of a taper-ended coarse-threaded screw of considerable hardness, which cuts its own thread in a soft sheet-metal panel. Should this thread become stripped through over-tightening or frequent removal it cannot, of course, be replaced; but it is usually a simple matter to drill another adjacent hole (remembering that it must be of exactly the right size) and start again, to put another sheet of metal behind the original, or to replace the self-tapping screw with a small bolt and nut.

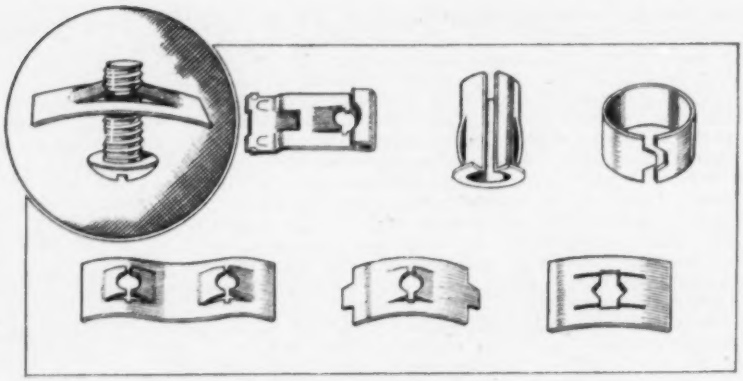
A Universal Benefit

One of the most useful tools which the amateur can possess is that known as the Mole self-grip wrench. This is available in two sizes; it consists of a pair of serrated jaws, pressure on which is applied by a cam action on squeezing together the handles; a screw adjustment is provided which varies the clamping position over quite a wide range. The pressure which can be exerted by this tool without more than the strength of one hand is quite phenomenal, and it can be used as a hand vice for holding components while they are sawn or worked without fear of their slipping. It is also invaluable for bending purposes, for



A most useful tool for extracting snapped-off bolts or studs when no protruding remnant affords a grip: the Toga or Morse stud extractor, obtainable in a set of different sizes, as shown here.

PROFESSIONAL PRACTICE . . . . . continued



The Simmonds Speed Nut, shown here in a variety of its forms together with two examples of quick-action clips, is frequently encountered in modern cars, providing a cheap and rapid form of fastening.

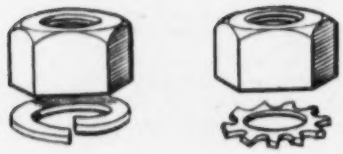
gripping smooth or knurled shanks, or even as an emergency clamp holding two halves of a broken component together as a "get-you-home" measure; but in the latter case it is naturally advisable to bind together the handles of the wrench to avoid any possibility of its jumping apart. The writer can even confess to having used it as a spanner (for an odd-sized nut) on occasions; but this is not to be recommended as a general practice, as the serrated jaws are apt to damage the faces of the nut.

The sort of thin-jawed pliers which have the jaws at an angle to the handles, and in which one member has a slotted and stepped rivet hole to enable instantaneous adjustment to be made to the clamping capacity over a wide range, has also many uses; but with these, as with many other tools, care must be taken not to overload them by attempting too much. Although they will grip fairly firmly, it is impossible to undo really tight cylindrical objects with them without damage either to tool or to component. For this last-mentioned purpose, a useful tool is one of the variants on what used to be called a "Spanish windlass"; nowadays the versions obtainable are known as chain or strap wrenches. They consist of a length of chain (or a leather strap), together with a handle by means of which a self-tightening action can be exerted on a loop of the flexible band; obviously, the chain variety is far stronger, but the strap will inflict less damage on fragile or brittle components.

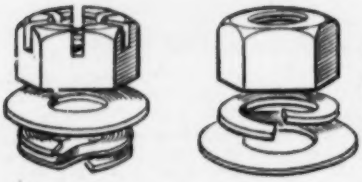
One problem which, sooner or later, confronts every amateur mechanic is the removal of a broken stud or bolt. Should there be a protruding portion above the level of the surrounding metal it is sometimes possible to file a pair of flats thereon which can be gripped either by an open-ended spanner or by the self-grip wrench, and this may be sufficient to enable the stub to be screwed out. Alternatively, a proper stud-grip (in which a knurled roller with a self-tightening action is employed to grip the shank) is advisable, should there be room available for its use.

The chain wrench, for gripping cylindrical objects ; another version uses a leather strap, operating on the same principle.

The correct ways in which a split pin should be fitted to a slotted nut and a castle nut respectively.



Two forms of spring washer ; the normal single coil type, and the multi-toothed disc variety.



A double coil spring washer should have a plain washer above it ; but a plain washer should be fitted below a spring washer when the adjacent surface is of soft metal.

If, however, there is no protruding shank, the problem is far more difficult of solution. A set of the taper-threaded stud extractors such as the "Ezeout" is invaluable; these have a very coarse taper left-hand thread, and are used in this way: a hole must be drilled in the broken stud, of as large a diameter as possible without breaking into the root of its thread or seriously weakening the surrounding metal. The appropriate size of extractor is then tapped into this hole, and then rotated in an anti-clockwise direction by a tap wrench; it tends to screw itself home into the stud, and further pressure should rotate the whole stud and unscrew it.

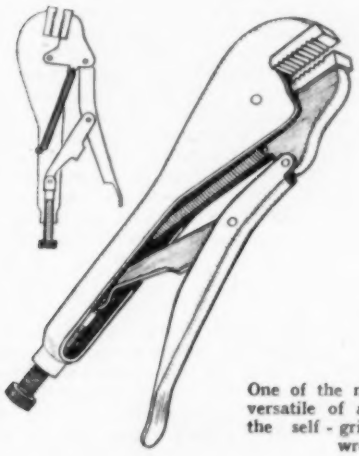
If these are not available a file tang may sometimes be used for the same purpose; but as the file itself is hard and brittle it should be softened first, or great care taken not to get flakes or chips from it in the eyes while it is being hit. If everything else fails, the only course left is to enlarge the drilled hole in the broken stud to the correct tapping diameter for that thread (and for this it *must* be central within very narrow limits), and re-tap the hole, hoping that the tap will follow the original thread and clear out the fragments. Should the thread be irrevocably damaged in the process, the hole must be enlarged and the next size of thread tapped into it, either a larger complete bolt or stud

or a specially made stepped two-diameter stud being inserted to complete the job.

Another ingenious tool which may be of great value, even if not very often, is a device consisting of a length of stiff but bendable outer cable, containing an inner member of similar specification terminating at one end in a button and being split at the other into a quartet of small jaws. This inner cable is spring loaded, so that the jaws are normally retracted into the outer cable; when the button is depressed they emerge and spread out. Thus the device may be bent (within limits) to go round corners and into inaccessible positions, and the jaws used for retrieving odd nuts, cotters, washers, or any other débris which has been inadvertently dropped.

When it comes to doing a job on the coachwork side of the modern car, which is almost invariably of steel construction, many owner-drivers are at rather a loss as to how to proceed without unnecessary damage to the finish. Many accessories can be attached by the use of self-tapping screws, but even these require the drilling of a hole, and if carelessly carried out this may result in the paintwork flaking off over an undesirably large area. One useful method, when any hole is to be drilled in a panel, is to commence operations by clearing the paint from the panel to be drilled by the use of a wooden peg in the drill chuck,

A stud-runner, in which the knurled disc tightens itself against the plain portion of the stud shank. This version is designed to be used in conjunction with the operating handle of a socket-wrench set.



One of the most useful and versatile of all hand tools; the self-grip cam-action wrench.

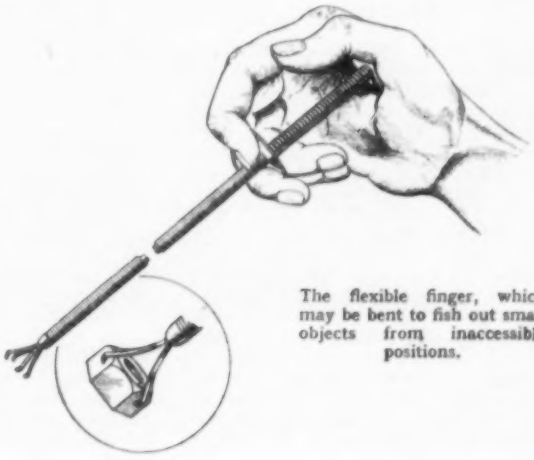
slightly larger than the diameter of the drill to be employed, smearing its end with valve-grinding paste; care must be taken to hold it steady, for it will wander unless held firmly. When the bare metal is uncovered a centre punch should be used, but not so hard as to dent the panel unduly. If the required hole is to be larger than, say, ¼in or ⅜in in diameter, a small drill (⅛in diameter is a very suitable size) should be used first to act as a guide hole for the larger drill; too much pressure should never be applied to the drill, or its final penetration of the metal sheet will result in a ragged edge which is difficult to remove.

Sham-Chromium

Screws with chromium-plated heads are preferable for the attachment of any component to an exposed position; otherwise, the head of the screw must be painted to prevent rust forming. Another technique is to tin the screw heads with solder, but they must be thoroughly cleaned first. It must not be forgotten that if the accessory or component involves an electrical circuit, a good metal-to-metal contact with the body or chassis is essential for successful operation; in some cases it may well be worth running a separate earth wire back to the chassis frame proper. This is a point, for instance, which almost always used to crop up in fitting a tail or stop lamp to the old-fashioned kind of hinged luggage grid, and it still occasionally occurs in the case of the lid of the luggage locker.

Finally, a few general axioms may not be out of place. Never hit anything with a hammer unless essential, and then never harder than strictly necessary. If it is cast iron or cast aluminium, never hit it at all with anything harder than a hide-faced mallet. If its facing is plated, painted, or important in any way, use a hide mallet or interpose a brass, copper or alloy drift. Never grind a screwdriver blade to a sharp edge, or to too blunt an angle, and try to avoid using a screwdriver which is either too large or too small for the screw in question. Don't try to use a screwdriver as a cold chisel, and don't use a cold chisel unless you are convinced of its necessity. Don't over-tighten small bolts and nuts—it is all too easy with the long slim chrome-vanadium spanner. When you remove any component, make sure that you know how it goes back again, and mark it if there is likely to be any ambiguity as to which way round it should be fitted. Oil or grease is a good thing to have on the inside of most things, but on the outside of nothing. You don't have to possess a large number of tools; but keep those which you do possess clean and in good order.

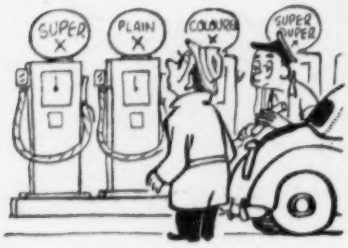
It has often been said that a fitter can be judged by his toolkit; if it consists of worn but clean and serviceable tools, he is worth having. If it consists of a miscellaneous collection of broken and bent items, lying in a mess of spilt Bostik and jointing paste, he is careless, even if he does work fast; but if it consists almost entirely of new and untouched tools in beautiful rows—he doesn't work at all.



The flexible finger, which may be bent to fish out small objects from inaccessible positions.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby



Single brand.

Very Solus

I HAVE settled down to a single brand of petrol, needlessly spoiling my engine but enjoying doing so, and the other day I was heading south-east with a tank that would need filling in the next twenty miles. The road was a trunk road, but although I passed plenty of filling stations belonging to oil company A, and one belonging to oil company X, who were late in the field, it was almost at the limit of the tank that I came across oil company B's site; after that there were half a dozen in quick succession.

I never thought much of the solus site scheme, preferring piecemeal competition. I don't think much of it now. But it seems to me that the oil companies might do a little exchange and barter in these instances, for once for the sake of the customer. Company A could swap a site with company B, and so on.

The protests from "free" filling stations which have been refused supplies arouse my sympathy, and I hope oil company B won't start that little game or they will lose my custom, and my engine will lose its champagne diet. Enough said; the rest can be left to the Monopolies Commission.

✦ ✦ ✦

Interference

MY recent note about trolley bus interference to car radio (March 27) led to an interesting chat with the engineer in charge of its suppression in London Transport vehicles. There is, apparently, very little trouble caused to stationary sets, either radio or TV, and London Transport go to great lengths to suppress what there is even to the point of shutting down a route for thirty seconds or so on a quiet afternoon to see if the interference really comes from the trolley buses.

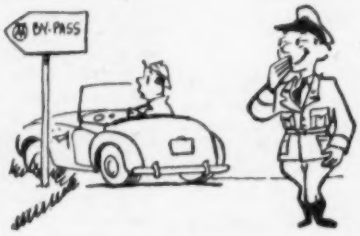
My caller was anxious to hound down the bugs that impinge on my aerial but I implored him not to bother. In making my recent comment I wanted to stress that radio interference was not all one-sided, as might be supposed from some comments by TV users on motorists who do not fit suppressors, but I should be the last to suggest that time and money should be diverted in these times to making it pleasant for me to listen to my car radio even along the odd five miles of trolley bus route that help to make up my daily journey. One of the troubles of the age is hedonism; I can always switch off or choose another route, or, indeed, listen to a local station, when the strength of the incoming signal is such that the volume control can be right down and the interference becomes almost negligible. I would be sorry if other car radio users were not prepared to do likewise.

✦ ✦ ✦

Up the Garden

WHAT I call the fatuous by-pass habit seems to be spreading, and if one is not on the alert one is easily caught by it. I was the other day. Suddenly confronted by an A.A. direction sign that named two towns on my route and pointed to the left, I turned without thinking, although I knew that the map showed a straight-ahead route through the town in question.

We were led well and truly up the garden path, to the tune of half a dozen back streets, a couple of dangerous corners and a halt sign; there was, admittedly, little traffic, but I eventually caught up with a car that I had overtaken five miles before the town in question. The driver knew the trap. On the way back I was not beguiled by yellow signs.



Caught.

Two thoughts occur to me. I suspect local authorities of wanting to keep their streets clear of through traffic, which does not often mean custom for local tradesmen, and I think the motoring association, of which I am a member, should give me the truth on a sign. In other words, it should read: "A and B, avoiding town."

✦ ✦ ✦

Tyres

IN the matter of tyres on French trains I stand corrected, having thought that they were solids. The Michelin people assure me that they are pneumatics, sending along, in fact, a most interesting Paper on the subject, which I must refrain from discussing because the business of this column is cars, not trains. Two items deserve quotation, however. The tyre engineer charged with the problem of putting the trains on air protested that it was "like asking one to walk barefooted on the edge of a knife"; and the pressure at which the main line trains run is 128lb per sq in. The Paris Metro runs at 125lb per sq in.

✦ ✦ ✦

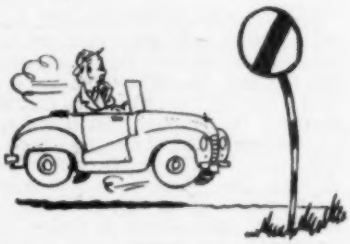
Green Lights

SOMEWHERE, I forget where, I have been reading about a green light facing to the rear by which a heavy lorry driver gives the O.K. to overtake. I do think we must be very careful about this kind of thing, because the onus of overtaking safely must always remain unmistakably with the overtaking driver; and never, in any circumstances, must encouragement be given to the already too-common misapprehension that signals are mandatory instead of being merely informative. Use of such lights would do so. One of the things I hope the driving schools stress all the time is that the driver is fully and solely responsible for the safe manœuvres of his vehicle.

✦ ✦ ✦

Limited

DOES anyone else get to the state of confusion on a long journey where one finds oneself travelling at 45 m.p.h. for a half-mile and then passing a derestriction sign, and all in good faith? The trap lies, I find, in the road that has a speed limit but no lamp posts. One has dealt faithfully with the limited street and its lamp posts. One has wrestled with the street with lamp posts which a kindly Min. of Trans. has refused to limit. Here the local authority (I presume) has grudgingly put up a few repeat derestriction signs on some of the lamp posts, though not enough to give the motorist any certainty of fast passage. Where the road is restricted but there are no lamp posts I think that the local authority should be forced to erect repeater 30 m.p.h. signs.



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NEWS and VIEWS

Jack Warner, who can be currently seen in the new cricketing film, "The Final Test," relaxes on the set with a copy of *The Autocar*. He is keenly interested in motor racing.

Safety Week

NATIONAL Road Safety Week this year will be held from October 17 to October 26.

Help for BEN

A SUCCESSFUL production of the Emlyn Williams play, "Night Must Fall," has resulted in a substantial contribution to the funds of BEN, the Motor and Cycle Trades Benevolent Fund. The performances were given over three nights by the S.M.M.T. Players.

African Motor Show

A MOTOR show in miniature will be among the industrial exhibits at the Central African Rhodes Centenary Exhibition, to be opened by the Queen Mother at Bulawayo, Southern Rhodesia, on July 3. Makes scheduled to be shown are Austin, Vanguard, Triumph, Ford and those of the Rootes and Nuffield groups. General Motors of America will have a giant stand.

Homes of England

JUST published by Index Publishers (Dunstable), Ltd., 64, Victoria Street, London, S.W.1, is a 2s 6d book entitled *Historic Houses and Castles Open to the Public*. It is a complete source of information as to times, routes, location, historical attractions and catering facilities available, and is to be very much commended as such. There are an index and a number of small illustrations of the more famous properties, but the book is, it must be emphasized, a true guide and not a literary work on ancient homes, although a foreword entitled "Thoughts on Seeing Castles and Country Homes" is in that category.

83,000,000

AN American estimate says that there are now 83,000,000 passenger cars in use throughout the world, although the Communist countries were not included in the census. Of the total, the U.S.A. accounts for 52,300,000.

Manufacturing in Canada?

ON the eve of a British products show in Montreal, Canada, Sir William Welsh, North American representative of the S.M.M.T., said that British car manufacturers might establish assembly and manufacturing plants in Canada if the Canadian market for British cars improved. About 29,000 British cars were exported to Canada last year.

1952 Vauxhall Record

A NEW record was achieved by Vauxhall sales in 1952, which, at 44½ million pounds, were 24 per cent higher than in 1951. Of this enormous sum 66.2 per cent went on materials and services, 14.6 per cent on wages, 8.2 per cent on taxes, 4.6 per cent on depreciation, 2.3 per cent for employee benefits and 0.4 per cent for interest on borrowed money. This left 0.4 per cent for dividends and 3.3 per cent ploughed back.

30 m.p.h. for Four Days

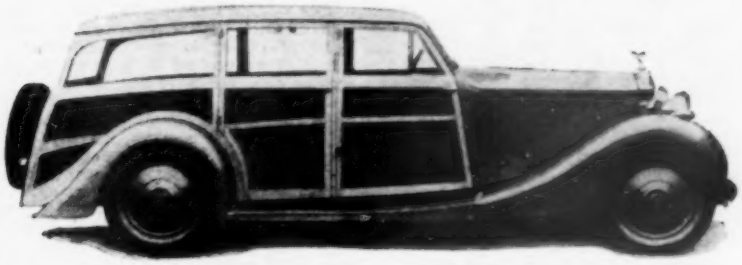
THREE motorists averaged 30.6 m.p.h. for 3,000 miles in a 1938 Ford Anglia during the Easter weekend. The car had covered 90,000 miles in the course of its life, the last 20,000 of which had been done with a reconditioned engine.

Get You Home

A RISE of nearly 9 per cent has been recorded in the number of motorists needing the R.A.C. "Get You Home" service. Whether, ominously, this means that cars are breaking down more easily or whether, encouragingly, it is merely a sign of more cars on the road, must be left to individual judgment. The R.A.C. service was started in 1912 and was the first of its kind.

More Cars in N.Z.

ACCORDING to figures from New Zealand, one New Zealander in every six owns a car. The total number of licensed vehicles at the end of last year was 532,509, the highest number yet. The total is made up of 300,496 cars, 204,664 commercial vehicles, and 27,349 motor cycles. The total number has increased by more than 49,000 since this time last year.



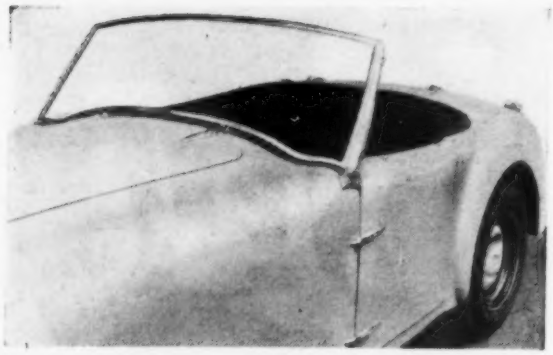
Two interesting examples of special bodywork by W. M. Park (Coachbuilders, Ltd.,), of Kew, London. Above is the Jowett Jupiter provided with a detachable hard top to special order, and left is a utility body on a 25-30 h.p. Rolls-Royce chassis; it has ash framework with pagwood panels, and folding rear seats. The spare wheel lowers with the rear flap. The R-R conversion cost £850 and the Jowett £130. Similar detachable heads can be fitted to Delahaye and Healey models.

NEWS and VIEWS

continued

Allard Company for U.S.A.

A NEW company known as the Allard Motor Co., Inc., has been formed to control distribution and service facilities for Allard cars in the United States. At present it has offices at 141, West 53rd Street, New York City, but will shortly establish a central service and parts depot. The company is a joint Anglo-American enterprise. Chairman of the board is Mr. Sydney Allard, the president is Mr. Edgar S. De Meyer, and Mr. Lawrence Richards, a British citizen, is executive vice-president.



Palm Beach Allards, now being shipped overseas with Ford Consul and Zephyr engines, have this more graceful sloping screen, replacing the rather angular windscreen with triangular side panels exhibited on the prototypes.

Renault Prices

A RECALCULATION of purchase tax, plus the Budget, permits a lower price to be charged for the British-assembled 750 c.c. Renault. The adjustment is as follows:

Old Total £	s	d	New Purchase Tax £	s	d	New Total £	s	d
704	12	0	190	5	0	655	5	0

The 400,000th Renault 750 has just been completed by the French parent company. Four of these cars were balloted for by the factory workers.

Aluminium Number Plates

LEGISLATION is proposed to make aluminium number plates legal; this will have the effect of putting silver or light grey letters and digits in the same category as white. This was the expected result following the decision of the Glasgow Sheriff Court on March 26 that a motorist had contravened the existing number plate legislation by having polished aluminium for the letters and figures.

Road Magnetism

MORE than two and a half times the number of vehicles originally expected made use of the New Jersey Turnpike, U.S.A., during its first year of operation, which came to a close recently. The number of vehicles was 20,000,000, a peak not expected until 1968. They paid in tolls 16,245,000 dollars.

Jowett Prices Down

PRICES of Jowett models have been drastically reduced, the new figures (affected also by the Budget) being as follows:

Model	Old Price	New Price	Total with P.T.
Javelin	£695	£625	£886 10s 10d
Javelin de luxe	£775	£675	£957 7s 6d
Jupiter Mk 1A	£895	£795	£1,127 7s 6d

Lanchester Reduction

COMBINED circumstances—Budget plus full production at the new factory—have resulted in a reduction of £353 18s 7d in the price of the 2-litre Lanchester saloon:

Basic Price	Previous Total
£852	£1,533 14s 5d

Books Received

Definitions and Formulæ: Automobile Engineering. Published by Sir Isaac Pitman and Sons, Ltd., Pitman House, Parker Street, Kingsway, London, W.C.2. Price 1s.

The second edition of a useful pocket booklet containing fundamental formulæ for automobile engineers.

Hot Paint

HOT spray painting for sheet metal has been adopted as standard practice by Reo Motors of America. It is claimed that a thicker and more uniform coating is made possible by this method and that cost is reduced by lower losses of paint through over-spraying.

Insurance Conviction Quashed

MAIDSTONE Quarter Sessions have quashed a conviction involving a driving disqualification. The A.A. member concerned, who had an unblemished driving record of sixteen years, was fined £5 and his licence suspended for twelve months. The charge was driving without insurance, his certificate having expired four days before the offence and the renewal premium not having been paid. A reminder failed to reach the driver owing to a change of address.

The A.A. briefed counsel, and an official of the insurance company said that in the circumstances the company would have paid a third-party claim.

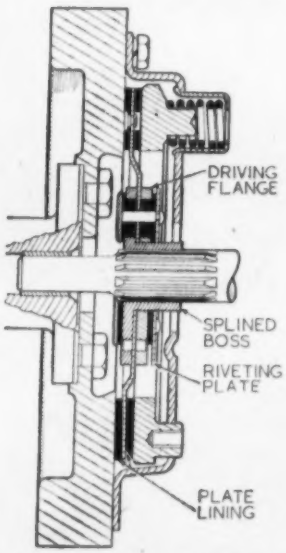
The Lord Chief Justice had stated in a previous case that where these special circumstances existed magistrates should not order disqualification.

Purchase Tax Down

AS recorded in the leading article on page 495, the Budget this year lowered the purchase tax on cars from 66⅔ per cent to 50 per cent. A revised price list will be published in next week's issue.

FLEXIBLE CLUTCH PLATE

THE modern friction clutch is a simple mechanism which has been gradually developed and perfected over a number of years. Nevertheless, detail improvements are from time to time evolved and in a new design of flexible clutch plate produced by Howard Clayton-Wright, Ltd., Wellesbourne, Warwickshire, three equally spaced Harrisflex rubber bearings are employed to transmit the drive from the clutch plate itself to the splined boss on the shaft.



Detailed construction of the Howard Clayton-Wright flexible clutch plate

The steel clutch plate is dished, and in the outer circumference, to which the friction lining is riveted, there are 12 radial cuts which run through to a like number of holes, thus providing a degree of flexibility which assists in giving smooth clutch engagement. This plate is mounted on the splined central boss or hub through the medium of six flexible rubber bearings which are received in holes in the flange of the hub and in the driving flange, the rubber bearings being carried on pins which are riveted in position. The rivets thus secure the bearings in a state of compression and the rubber forms a cushion between the clutch plate and the hub, so providing a cushioning effect in the drive and helping to eliminate judder and harshness at take-up.

There are also three safety pins which pass through the flange of the hub and through the driving flange, being received in them in circular holes but having clearance holes in the centre plate, so as to allow for the torsional movement as the rubber bushes transmit the drive. The 6½in diameter clutch plate has an area facing of 15.3 sq in on each side and a torque capacity of 45 lb ft, at which the angular deflection is 3½ degrees.

Clutch plates suitable for the Morris Eight from 1935 onwards, for the Austin Eight from 1939 onwards, for the 1937 Singer Bantam, for the Standard Eight from 1935-1948 and for the Morris Minor from 1948 onwards are available, the retail price being £2 5s. On actual test a clutch plate of this type fitted to a Morris Eight has given trouble-free service of over 5,000 miles.

Worthy of your Company's standing

Your customers are only human; they are bound to judge your Company's success by the standing of your Representatives — and the cars they use. That is what makes the Wolseley Six-Eighty the perfect car for business executives. Its conservatively modern lines are impressive without ostentation. Its performance is first-class. Its roominess, fuel economy and amenities (car heater, controlled ventilation, twin interior lights, extra large locker capacity, etc.) are a surprise even to the hyper-critical.

Wolseley adds dignity and prestige to the greatest companies. A phone call to your nearest Wolseley Showroom will quickly ensure convincing evidence.

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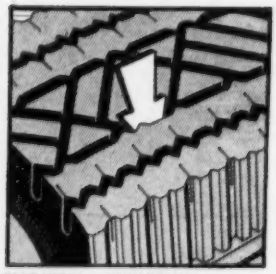
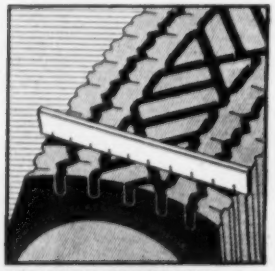
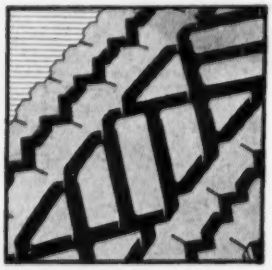


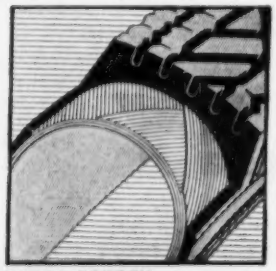
HIGHER MILEAGE. The thicker deeper tread on the Avon H.M. gives you thousands of extra miles.



GREATER ROADGRIP. The Avon H.M. has a wider tread. It gives a much greater area of road contact and extra 'bite'.



IMPROVED BRAKING. Every test proves that Avon centre traction bars and multiple slots give far greater stopping power.



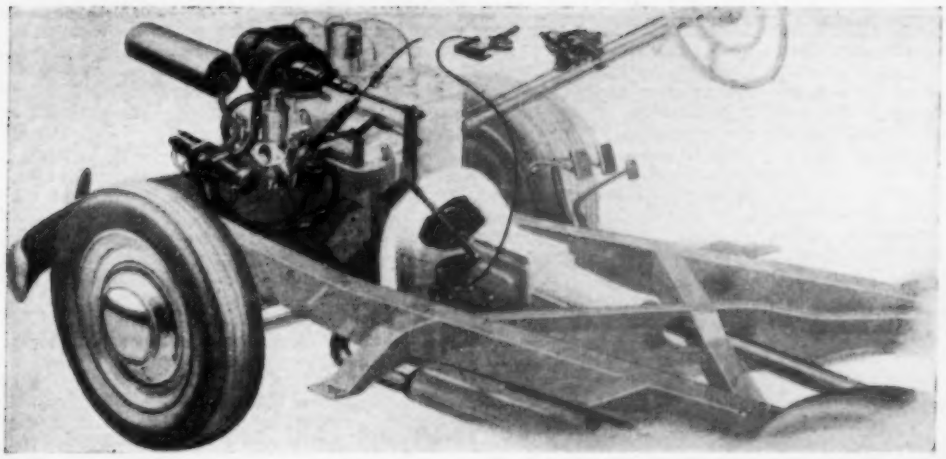
EXTRA SAFETY. Immensely strong casing and buttressed shoulders make the Avon H.M. the safest tyre ever built.

higher mileage

is a REALITY!

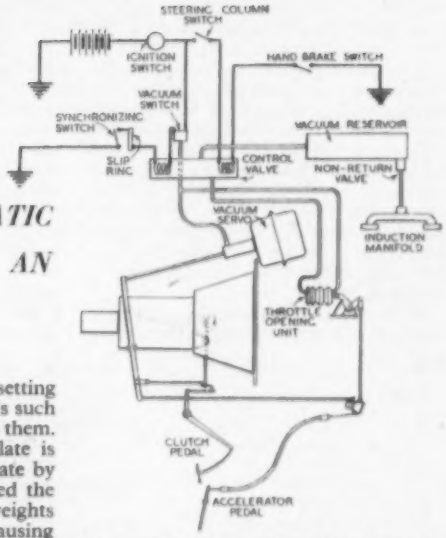
Thousands of motorists throughout the country have *proved* it beyond all doubt — you get far higher mileage from the AVON H.M. Thus day-to-day motoring triumphantly confirms years of Avon research—on unique testing machines and over 1¼ million miles of roads. Lower the cost of *your* motoring. Save *your* money. Fit AVON H.M. all round and enjoy the real economy of this remarkable higher mileage tyre. Send for illustrated folder "The Story Behind the Greatest Development in Car Tyre Construction", to The Avon India Rubber Co. Ltd. Melksham, Wilts.

AVON H·M



On the left is shown the disposition of the various Manumatic units on a modern chassis; the diagrammatic layout of the control units is shown below. The hand brake switch breaks the circuit when the brake is applied.

Two-pedal Control



EXPERIENCES WITH THE LOCKHEED MANUMATIC CONTROL WHICH MAKES THE NOVICE AN EXPERT IN GEAR CHANGING

THERE are, says an old proverb, more ways of killing a cat than choking it with cream. There are also more ways of giving the novice driver easy, fool-proof clutch actuation and gear changing than providing him or her with a fully automatic transmission. This thought is prompted by recent experience over a distance of some 300 miles on a Morris Oxford fitted with the Lockheed Manumatic control, which was fully described in *The Autocar* of October 10, 1952.

In place of the normal clutch there is fitted an automatic clutch, which is controlled by centrifugal force and by a vacuum servo cylinder. The operation of the latter is itself controlled by an electrically operated valve which governs the degree of vacuum admitted to it from the vacuum reservoir. On the steering column is a switch which is opened and closed by movement of the gear lever, and incorporated in the clutch is another switch which acts as a synchronizer. These switches control electrical circuits to the operating valve of the servo cylinder.

The clutch is very similar to an ordinary friction clutch, but it has an additional plate which can be considered as being inserted between the pressure plate and the clutch springs. The intermediate plate carries bob weights which, under centrifugal force, move outwards and apply force to the pressure plate. At rest the clutch elements are separated by the setting given to the clutch pedal, which is such that clearance is allowed between them.

At low speeds the pressure plate is held towards the intermediate plate by springs, but above a critical speed the force asserted by the bob weights separates these two plates, so causing the pressure plate to move forward and clamp the driven plate with its friction lining to the flywheel face. The intermediate plate is then caused to move back against the main thrust springs of the clutch until the bob weights come up against stops, at which time clutch engagement is complete.

Over-riding Control

Above the speed of centrifugal engagement the clutch may be disengaged by depressing the clutch release lever, which is carried out for gear changing by the vacuum servo cylinder. This may, however, also be effected by the clutch pedal, which is the normal extension of the release mechanism, but the only occasion for the driver to do this is for making a towed start or for starting by letting the car coast downhill. A small lever is then moved, which unlatches the clutch pedal and so allows it to move backwards beyond the normal setting, thus allowing the clutch to engage.

On the hub of the driven plate of the clutch there is a frictionally mounted cam ring which is capable of a small degree of rotation relative to the clutch cover. On the cover is a pair of fixed contacts, which are electrically connected by the cam in one direction of relative rotation and disconnected in the other direction. This is, in fact, a synchronizing switch for the engine speed control circuit.

To change gear the driver has only to move the gear lever, the first small initial movement of which completes a circuit and energizes the solenoid of the electro-magnetic control valve. This valve then places the vacuum reservoir, which is connected to the induction manifold through a non-return valve, into connection with the vacuum servo cylinder. Accordingly the cylinder operates and disengages the clutch. This action is very rapid, and subsequent movement of the gear lever engages the desired gear, the last small movement of the lever again opening the circuit and so allowing the clutch to re-engage.

Driving with the Manumatic control is accordingly extremely simple, for as regards operation of the clutch, either for starting from rest or for changing gear, the driver has nothing to do. He

has true two-pedal control—throttle and brake pedals. Having started the engine, one merely moves the gear lever into the position for first or second gear, first if on a gradient but second if on the level, and then depresses the throttle pedal. As the engine speeds up the clutch engages smoothly and the car moves from rest, but it does, of course, stay in that gear until the driver decides to change up. For the upward change one merely moves the gear lever to the next desired position, and it does not matter whether the throttle is released or held depressed, because its control is momentarily taken away from the driver. This is effected in upward changes by a mechanical connection between the servo mechanism and the throttle linkage, which closes the throttle during the change. A lost motion mechanism is incorporated in the throttle control to allow this to happen.

Similarly, in changing down one has only to move the gear lever irrespective of the throttle pedal position, because if the speed of the engine is below that corresponding to the road wheel speed the synchronizing switch in the clutch completes the circuit to the control valve, which creates vacuum in another small servo cylinder provided for the sole purpose of opening the throttle. Thus in downward changes the engine is speeded up automatically so that synchronization of the engaging gears is obtained.

Over 300 miles of winding and hilly roads, which were chosen so as to make frequent gear changing necessary, the Manumatic control gave quite smooth gear changes on every occasion. It does not, of course, actually improve the action of the gear box itself, but it does allow even the most inexperienced driver to obtain perfect clutch engagement when starting from rest, while the subsequent gear changes, either up or down, are also perfectly made.

If a change is made too rapidly it is possible to beat the synchromesh action, but that is true of the gear box with the ordinary manual control. In other words, the Manumatic does not remove the limitations of any existing type of gear box to which it may be fitted, but it does allow the novice to obtain the best from it.

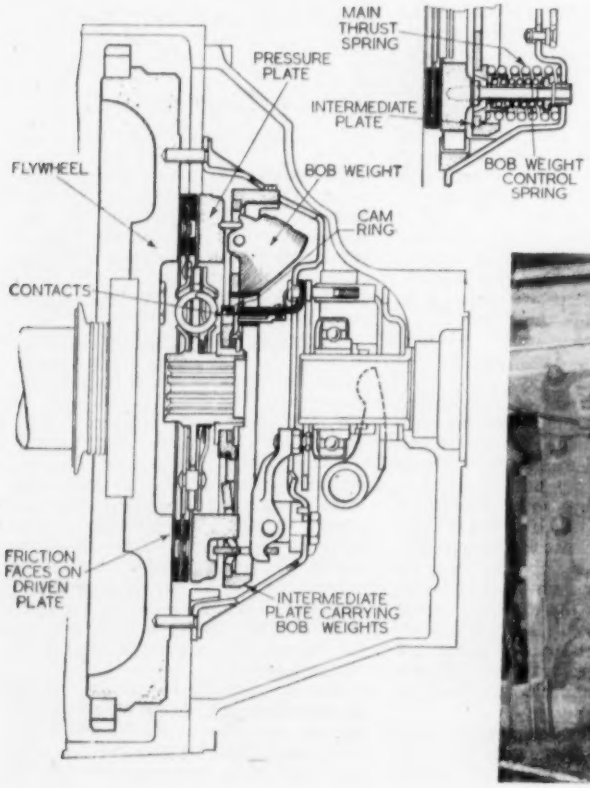
Second to Top

Changes from second direct to top, and vice versa, in a four-speed gear box, are also performed perfectly by the Manumatic control, but naturally the time taken for the engine to slow down in changing from second to top, or to accelerate in changing from top to second, is longer than when the change is made to the next higher or lower ratio. The change is, however, effected silently and without shock, whereas an unskilled driver essaying similar changes with the ordinary manual control will probably not hit it off quite correctly, and may evoke noise from the gears and probably also a transmission shock by being either early or late in re-engaging the clutch.

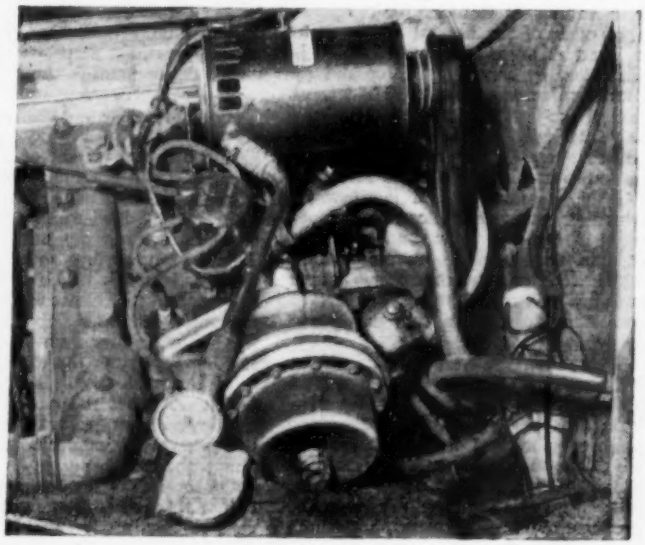
The change from second gear to first is also reasonably good provided that it is not attempted at too high a speed. First gear, of course, has no synchromesh action and therefore there is apt to be a slight grating of the gears if the change is attempted at too high a road speed. But as first gear is essentially an emergency ratio the change would not normally be made on a hill until the road speed had dropped to, say, 10 m.p.h. On a severe gradient calling for first gear the speed will then drop appreciably below 10 m.p.h. by the time the change is completed, and in such conditions the result is still better than the average driver would be likely to attain with ordinary manual control.

In fact, the only time at which a noise is likely to be elicited from the gears is on starting from cold, if the driver attempts to move off before the engine has become warm enough to idle regularly. In such conditions the throttle pedal will probably be used to keep the engine running, and the engine speed, therefore, may be high enough for clutch engagement to be beginning. In this event inevitably the gears will grate, and so warn the driver that he should release the throttle in order that they may engage smoothly.

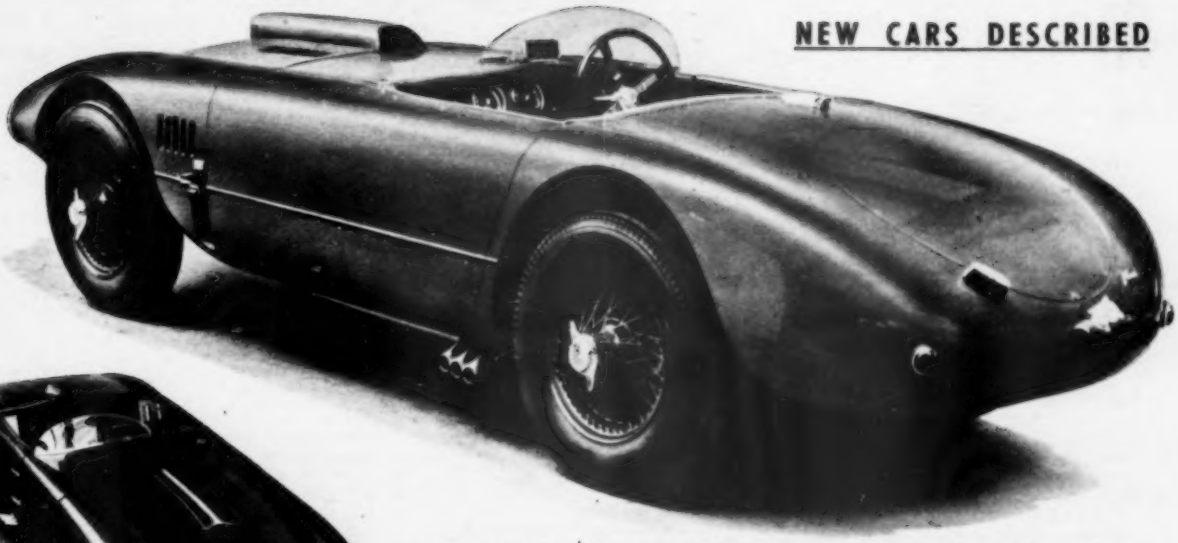
As the Manumatic looks after the control of the throttle as well as the clutch, the novice driver can emulate the experienced driver who makes a perfect gear change while braking by using the heel and toe on brake and throttle pedals simultaneously, as on a hairpin bend, for example. The only difference is that with the Manumatic the result is obtained merely by moving the gear lever while the brake pedal is depressed.



Left: This drawing shows the detail construction of the automatically operated clutch. Below: The Manumatic control fitted to a Morris Oxford; the servo cylinder is in the foreground and the electrically operated control valve can be seen in the lower right-hand corner of the picture.



NEW CARS DESCRIBED



Slimmer, shorter and lighter than the previous Allards in this category, the JR is also one of the best looking Allards yet built. With the Cadillac engine giving between 200 and 300 h.p. according to tune, it should also be the fastest yet. The slim tail houses the spare wheel and main fuel tank. The exhaust from the V-eight engine is conducted away through triple pipes at each side of the car.

The JR ALLARD

NEW CADILLAC-ENGINED SPORTS CAR WILL RUN AT LE MANS

THE success of the Allard J2X sports car when fitted with American V-eight engines has led to the evolution of a new, lighter and more compact model known as the JR, designed specifically for sports car races. It complies with the international sports car regulations, but passenger comfort has been subordinated to performance. There are two comfortable seats in the big cockpit, but interior trim has been kept to the minimum and there is a single small wind-deflecting screen in front of the driver.

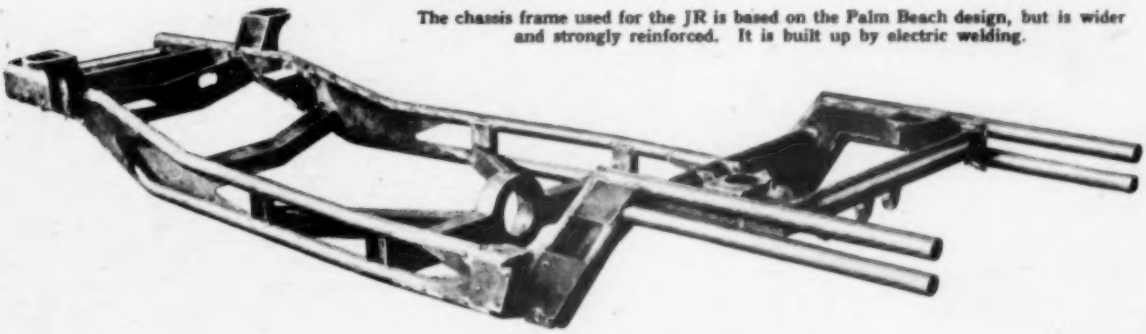
The JR has a wheelbase 4in shorter and the maximum track is 5in narrower than on the J2X. To achieve these reductions in size it has been designed round one specific engine, the Cadillac V-eight, which is not only more compact, but is also nearly 130lb lighter than the Chrysler. With the aid of various special parts provided by Detroit Racing Equipment, the output of the Cadillac engine can be raised from the standard 210 b.h.p. to approximately 300 b.h.p., and, as the weight of the complete car is only 2,200lb, the performance will obviously be very fine indeed. The engine is fitted with two four-choke Rochester downdraught carburettors. Only two chokes on each carburettor are in use during the first part of the throttle range, the remaining two being brought into use progressively as the throttle pedal is depressed.

Transmission is through a single-plate clutch and a Cadillac three-speed gear box with synchromesh for second and top. A right-hand change is used. The drive is taken through a short open propeller-shaft to a new De Dion axle incorporating the quick-change final drive produced by Allard in collaboration with H.W.M. The drive passes under the crown wheel and pinion to a pair of spur gears retained by circlips, then forward again to the crown wheel and pinion. Final drive ratios can thus be changed in a few moments by removing the cover plate and putting on a different pair of transfer gears. A selection of four crown wheel and pinion ratios is also available, so that the car can be geared to suit any type of circuit. The power-to-weight ratio is such that, once geared correctly, the car can be driven for most of the time in top gear.

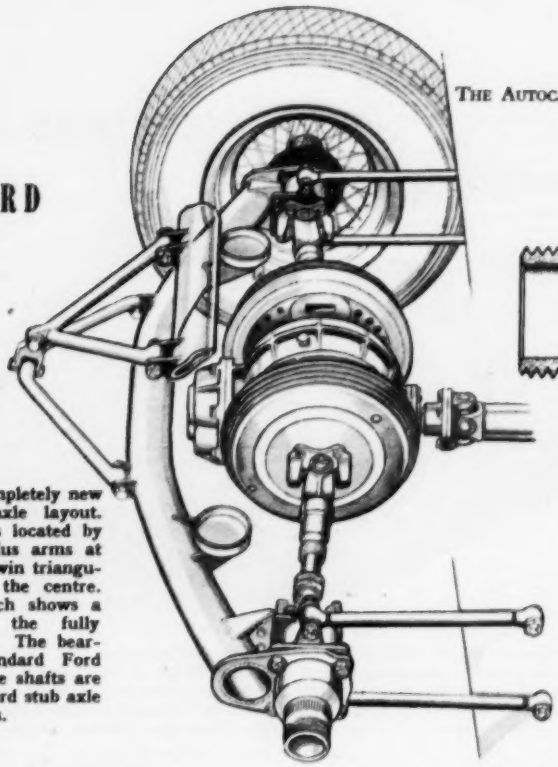
The axle tube is deeply curved to pass behind the transmission casing, and it is located by twin parallel radius arms at each side. Additional location is provided in the centre by a new arrangement of twin A-brackets, one pivoted to the frame, one pivoted on the axle, meeting in a universal joint at the apex of the two brackets. Silentbloc bushes are used for the pivots, with bronze packing pieces to limit end float without impeding radial flexibility.

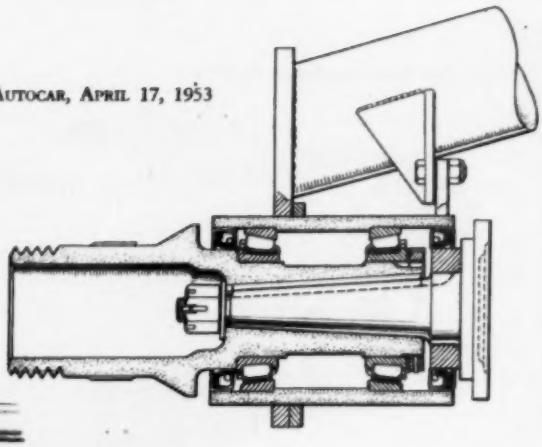
Regulations for Indianapolis racing cars

The chassis frame used for the JR is based on the Palm Beach design, but is wider and strongly reinforced. It is built up by electric welding.



The JR ALLARD continued





The JR has a completely new De Dion rear axle layout. The axle beam is located by twin parallel radius arms at each side and a twin triangulated linkage at the centre. The smaller sketch shows a section through the fully floating rear hub. The bearings are of standard Ford sizes and the drive shafts are machined from Ford stub axle forgings.

insist on what are known as "safety hubs," and this has helped to produce an interest in sports car racing circles in the United States in types of hub where wheel location is not affected by breakage of a drive shaft. This requirement has been met on the new Allard by fully floating hubs carried in twin taper roller bearings. The drive shaft simply transmits the drive and the braking effort from the rear brakes, which are mounted on each side of the differential housing. The bearings are of standard Ford sizes and the short drive shafts are machined from Ford stub axle forgings. Coil springs form the suspension medium, at front and rear.

The JR frame is developed from that used on the Palm Beach model, but is wider. To this basic frame are welded strong tubular hoops which support the body panelling in front of the cockpit and immediately behind it, thus affording a substantial measure of protection to the occupants if the car rolls over. The weight of the complete frame is only 180lb. The body panelling, in aluminium, can quickly be removed, while the complete front wing and bonnet assembly is hinged at the forward edge, giving access to engine, radiator, front suspension, steering and brakes.

The engine is carried farther forward in the frame than has been Allard practice in the past, and the weight distribution, unladen, is approximately 57 per cent on the front axle and 43 per cent on the rear. With a load of fuel and the driver on board the weight distribution is roughly equal on front and rear axles. The main tank holds 25 gallons and the auxiliary a further 25. Fuel is fed by two Bendix electric pumps, each of which gives an output of twenty gallons per hour for a weight of about 1½lb.

To cope with the very high performance of which this car is capable, the brakes are bigger than before. They are of Lockheed manufacture with Al-fin drums, 12in in diameter and 2¼in wide, the front brakes having two-leading shoes.

These cars cannot be sold in Britain, as the Cadillac engines are not available on the British market. They are intended for export to the United States and to other hard currency markets. Two of the cars will run as work's entries at Le Mans and one has already been shipped to the United States for Erwin Goldschmidt, the American driver.

ALLARD JR SPECIFICATION

Engine.—Cadillac V-eight. 96.8 × 92 mm (5,424 c.c.) o.h.v., pushrods. Two four-choke Rochester carburettors. Special twin exhaust system. Compression ratio and other details to owner's requirements. Max. power 200-300 b.h.p. according to tune.

Transmission.—Single-plate dry clutch. 3-speed synchromesh gear box; open propeller-shaft; spiral bevel final drive with quick change transfer gears. Gear box ratios: top 1.0, second 1.5, first 2.4 to 1. Crown wheel and pinion ratios: 3.29, 3.5, 3.78 or 4.1 to 1. Further changes of overall ratio possible by a selection of transfer gears.

Suspension.—Divided axle independent front, with parallel axis forward projecting radius arms, and coil springs. De Dion rear, with twin parallel radius arms, and twin triangulated A brackets; coil springs. Telescopic dampers all round.

Frame.—Twin tubular side members joined by steel plates; tubular and box section cross members.

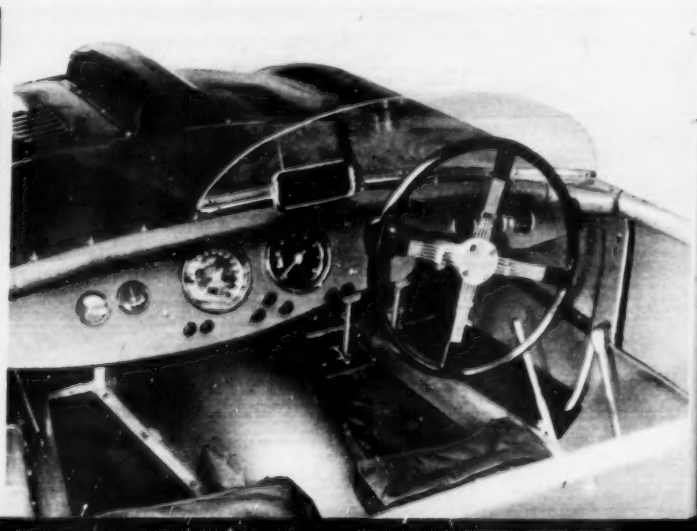
Wheels and Tyres.—Centre lock wire wheels with 6.00-16in tyres.

Brakes.—Lockheed hydraulic, 2LS at front. 12in × 2¼in drums. Mechanical hand brake on rear wheels.

Dimensions. — Wheelbase 8ft. Track 4ft 3in. Overall length 12ft 6in. Width 4ft 11in. Height to scuttle 2ft 10½in. Kerb weight 2,200 lb approx. Weight distribution, front 57 per cent, rear 43 per cent.

Price.—Export only. With fully modified engine, approximately $8,500 in U.S.A.

Alongside the passenger seat are the twin electric fuel pumps, and the removable auxiliary fuel tank which is filled via the main tank. The seats are carried within the chassis frame members, but the driver's feet straddle the frame. Instruments include speedometer, rev counter, ammeter, fuel gauge, oil gauge and two thermometers. The duct on the bonnet covers the two four-choke carburettors.



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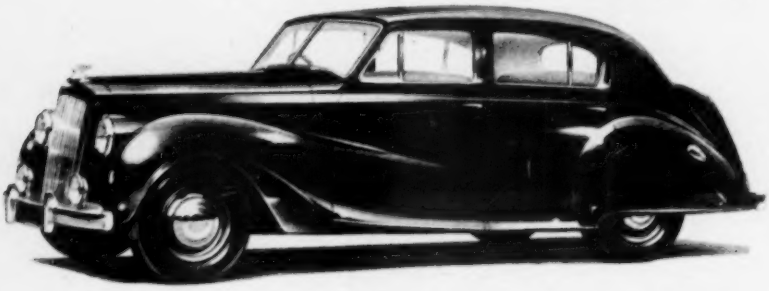
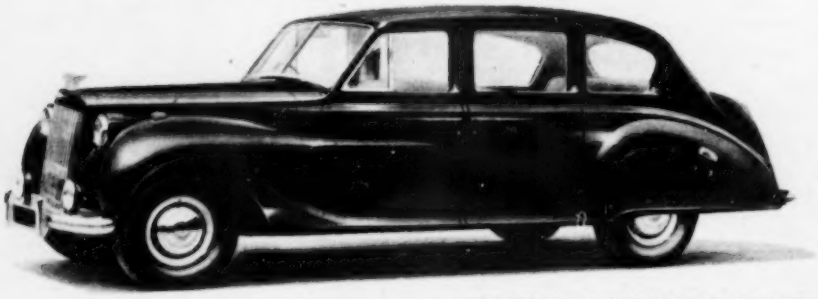


PRINCESS II COACHBUILT SALOON

In direct descent from many a noble carriage, Vanden Plas coachwork still bears to the discerning eye an unmistakable signature — a 'graceline' which conveys an immediate air of elegance and prestige.

Today, like their forebears, the Vanden Plas "Princess" Long-Wheelbase Limousine and the "Princess II" Saloon cannot be surpassed in either performance or worth.



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It was wet and windy in Belfast for the start; in fact, hail was falling as well as rain. Famous last words are being spoken to F. Kernohan (Austin).

Below: The channel of Test 1 was varied according to wheelbase × track, widest path being 9ft 9in. Here is A. B. Hibbert taking his Jupiter through the appropriate lane.

Twelve Hundred Miles Round Ireland

162 COMPETITORS IN ULSTER A.C.'s CIRCUIT OF IRELAND TRIAL

DESPITE the hazards of cows, donkeys or goats just round most of the corners, a distinctly tempting hill-climb, driving tests, weather which encompassed the calendar, secret checks, a severe regularity test, and a 1,200-mile route round Eire and Ulster, the 1,000 Miles (so called by tradition) Circuit of Ireland Trial was concluded successfully on Tuesday of last week with no more casualties than one Ford Prefect overturned, one or two cars which deserted the road, and a dead cow.

Responsible for this formidable event, the 15th in the series, was the Ulster Automobile Club (which, of course, is also running the T.T. at Dundrod), and as participants were more than 160 competitors with cars ranging from Austin Sevens through Volkswagens to Aston Martin DB2s. Some of them may have regarded scenery as a special attraction, but they belonged to a minority of competitors.

The Irish know nothing of the difficulties which nearly overpower even the expert organizer of events in England, Wales and Scotland. For this trial (or, more accurately, rally) has that magic power of being able to close sections of road provided that the authorities are willing. And in Ireland authority and populace are born with a flavour for sport.

THE event was scheduled to start on Easter Saturday morning, April 4, and apart from entries from across the water the pick of the Irish drivers were assembled, including names like Cecil Vard of Monte Carlo fame, Kevin Murray, three times trials champion of Eire in succession, W. T. Todd, the northern champion, and J. D. Titterington, last year's winner of the Leinster Trophy. And they came from such romantic and scattered addresses as Ballymena and Tandragee; Moneymore and Carrickmacross, and Inistioge and Richhill.

The stream was away early on the

The frontier crossing from Ulster into Eire was well organized. R. A. Milne's M.G. returns to home territory through the southbound lane at the border post at Killeen.

TWELVE HUNDRED MILES ROUND IRELAND . . continued

E. T. McMillen decided that his carburettor needed adjustment by the time Monday had been reached. The Austin Seven was then north of Cork.

Saturday, with low numbers facing heavy rain and hail, heading for the first test, on an airfield near Lisburn. Here it seemed easy. Merely a flying approach to a channel of paint tins arranged in a zig-zag. Cars were timed only through the channels—of different widths according to class—and were observed by other officials huddled against the wind. Many an Ulsterman had practised in advance, but the surface was wet and many a marker was hit for six. Most impressive were the Citroens, A. T. Carroll being the most fortunate among them. After a cautious approach he missed the channels altogether, confused by the spare bins lying handy. Given a second chance he went well.

Most of the Austins looked a little frightening in the wiggle, but the Sevens of Millard, McMillen and Wilson were fast for all that, going on to monopolize their class and fill the first three places. F. P. McKinney's 1½-litre Riley was superb—a really fast flash through, which would have seemed impressive even on a dry surface—and R. Garvin's Minx was similarly spirited, although it only just avoided the markers. Among the unfortunates—out of the serious running so early in the event—was H. de L. Crawford (Hillman), who hit six bins at this test and a cow on the Sunday. W. J. E. Mullen's Mayflower also hit the bins—and, curiously enough, also hit a cow later, although neither cow nor car was seriously damaged. The avoidance of cows, incidentally, was far and away the biggest task of the event; the roads in Ireland seem covered with them!

To get across the border into Eire excellent arrangements had been made. All the *triptyques* had been collected in advance, and at the Killeen frontier post south of Newry, on the main Belfast-Dublin road, each car had to pause only momentarily, with the result that one-minute intervals between cars could be used successfully instead of the two-minute intervals of 1952. With the Mountains of Mourne (so less prosaic than the map's "Mourne Mountains") on their left, the cars streamed south into the land where all road signs are in two languages and the most popular transport in country districts is still the donkey cart. A land where one can fill up with fuels with strange names and where there is no speed limit other than that set by the cows.

Although Cork was the destination on the Saturday night, at the end of the first day, and there were no more tests on the way, competitors were denied the main road which runs down the east coast to Dublin and then south-west to Cork. They had to present themselves at a control at The Cut, near Tullamore, in Offaly; and all the way there was the added danger of secret checks. In Ireland, country roads really know how to twist for almost every yard of their length, and when walls and hedges rarely permit a bend to be open it is hard work for the drivers. But this was the first day and, even if the weather provided everything from sunshine to blizzards, the crews were fresh and Cork was reached almost without incident.

There was a speed hill-climb in the beautiful country near the shores of Galway Bay. D. P. Johnson (Ford Zephyr) takes one of the bends on the way up.

Stage One

At Cork, announcement of the results of the first test put the H.R.G. of D. H. McWhir in the lead with only 60 marks lost. J. P. Robinson, secretary of the Omagh club, was second with his Vauxhall, a fine performance, and McKinney and A. H. Brown (H.R.G.) were tying for third place. Leading the small saloon class was Steve O'Flaherty's Volkswagen, an appropriate car, for its driver is the Volkswagen assembler for Eire. J. V. Hill's Allard was one of the two casualties, retiring after leaving the road suddenly, and J. S. Pollock's M.G. had also fallen out.

Sunday morning early saw the cars off on the regularity section, a punishing test over narrow, twisting roads which demanded everything from drivers and navigators. It started at Castle Donovan and finished "at point where 1,200ft contour line meets road," the road being near Garraneycarney, in the wilds. Brian McAuley's M.G. retired hereabouts, in a ditch. Following this section was a downhill speed run near Ballyporeen, about 40-odd miles north-east of Cork. It was an unsurfaced track with some quite sharp turns; the kind of hill which is frightening to the driver who has to accelerate down it.

M. O'M. O'Donohue's Ford Consul was very spirited, and hit the bank smartly, but Cecil Vard in a Volkswagen was splendid, and he emerged as best in this wild moorland test, with only 18.2 marks lost. B. McCaldin was very close with 18.8 in his Minx, to lead his class, but this was equalled by J. E. Wilson's Austin Seven and just bettered by M. P. O'Flaherty's Volkswagen in the same class, with 18.4. The eventual winner of

The downhill speed test near Ballyporeen was intimidating, the surface being moorland track, peppered with loose stuff. J. E. Dowling's Hillman Minx comes down fast on the treacherous surface.

the trial, W. T. Todd, Dellow (already trials champion of Ulster) tied second in his class with 20.4 marks lost, beaten by the Sunbeam-Talbot of G. W. Houston, an ex-Monte Carlo Rally competitor.

Cork again was the base on Sunday night, when they all forgathered to celebrate success or describe the severity of the regularity test, which, had they only had time to notice, went through some fine parts of County Cork, one of Eire's most pleasant counties, at Eastertime alive with gorse.

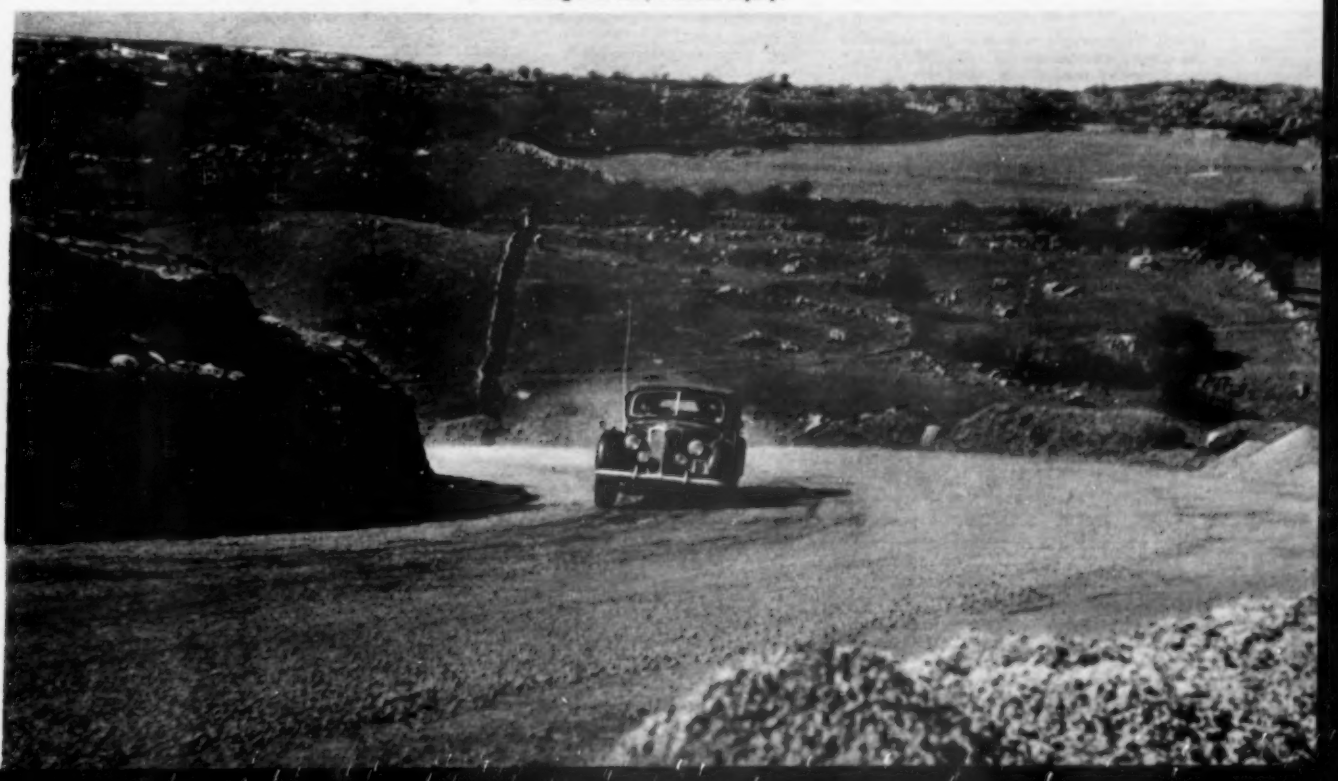
The toughest part of the trial as far as stamina was concerned started on the Easter Monday morning, when Cork was left for the last time. Now it was really serious motoring, because, apart from a speed hill-climb beside Galway Bay, the drivers were on the road for well over 24 hours, the first cars arriving at the finish at Bangor, near Belfast, in the late morning of Tuesday, after leaving Cork early on Monday morning. But the first part of Monday's route was easy, for it followed the main road to the hill-climb, and the weather had by now improved greatly so that sunshine was becoming commonplace.

North from Cork

From Cork they headed north to Mallow, into County Limerick and Limerick itself, spread on either side of the River Shannon, with broad sweeps of water and massive bridges giving the place solemnity blended with a timeless serenity. On north-west then to Ennis, and "Corkscrew Hill" at Lisdoonvarna, beside Galway Bay. The hill itself, closed to the public for the duration of the hill-climb test, ran from near the sea up the whitish-grey stone hillside, and it contained four really sharp hairpins which gave a truly Alpine col effect.

The coast at this point is very unusual for these islands, having an appearance associated more with those exotic pictures of rock formations in Mexico. The hills are of solid rock, virtually without vegetation, and sharply stepped. And such fields as there are have stone forcing its way through the surface everywhere, and similar stone walls. These add to the greyish-white vastness which gives a curious uneasiness to the newcomer.

R. E. Fegan, with a 2½-litre Riley, makes an enterprising round of the bend in the Galway Bay hill-climb. One car turned over during this test, without injury.



TWELVE HUNDRED MILES ROUND IRELAND

. . . . . continued

After a thousand miles of hectic going it was not surprising that the bins were sometimes deranged in the final braking test at Bangor. W. T. Todd's winning Dellow, however, takes a true path.

Competitors, of course, were concerned only with the intricacies of the hill, and those who had competed previously in hill-climbs held at the venue had a useful advantage. That it was difficult, particularly for the lower-powered cars, was obvious, because it was long and steep as well as vicious. No. 1 in the trial, J. Allen with a Ford Anglia, could have wished for more gears in addition to more power, and the Austin Sevens and Morris Minors had to buzz hard. The only o.h.v. Fiat 500, that of B. O'Hara, had already gone out with big-end trouble, after its driver had overcome the persistent difficulty on the previous morning of trying to find his driving licence.

Naturally, at a speed climb, the interest centred mainly on the more powerful cars, such as the Aston Martin DB2s of veterans P. Thomas and J. J. Flynn, and the XK120 of F. E. A. Bigger. But for all that some fine performances were put up by Sunbeam-Talbots, Volkswagen and others, and M. C. Hogan made a terrific climb in his Vauxhall Velox. Against tremendous opposition from about a dozen Sunbeam-Talbots this driver carried away third place in his class. Excitement of the wrong kind reached a height early when W. McK. Gawn took up his Ford Prefect. He went at it hard, but at the second hairpin, which spun round viciously to the left, he overdid it. The car toppled for a moment and then crashed on to its side—but fortunately neither car nor occupants were much damaged, and after being righted the car carried on to the top.

Sunbeam-Talbots

Many of the Sunbeam-Talbots were impressive; particularly—and naturally—the class winner, E. W. Houston, and his runner-up, W. J. M. Glover. They eased round the hairpins well and tore through the faster curves nearer the top, using every inch of road space. But the Astons rewarded the crowd best. Although plug trouble was making J. J. Flynn's car sound a bit rough (and Peter Thomas' car was to end the trial even more rough) they went up the hill showing their tremendous power, crossing the finish in a wonderful burst of speed. Thomas' car was not looking too good, having fallen foul of at least one of the countryside's stone walls on the way to the hill, but it still put up fastest time of the day.

Hill-climb over, the driving continued, and, with one or two halts thrown in at check points and controls, the cars wound their way out and round just about every headland up into Donegal, in the extreme north-west of the country. For a time the scenery was a compensation for the hard work of these tiring roads, with their succession of donkey carts, cattle and straying goats, horses and hens. But as it grew dark they still had to push on, and in Antrim the following morning a huge procession caused many a tired crew to be late on arrival at Bangor, the finish, at the eastern end of the southern side of the seaway into Belfast. Many cars were routed round this procession by very helpful police, but they lost a great deal of time in the process just the same.

Double Finale

Tired and unshaven (except, of course, for the ladies—looking as bandbox as usual) drivers were faced with two final tests in the sunshine at Bangor, the first of which, although easy in itself, was well designed to catch out fatigued competitors. They had to drive past a "gate" to which they started end-on; reverse through it, and back farther so that they could drive through again forwards, finishing through a second gate. The surface for the approach and the test was of loose gravel and very dry, many spectators getting choked with dust as they watched; but it was worth it.

The winning Dellow of W. T. Todd was naturally in its element, back and forth and away in a trice, while less fortunate was Ted Woolley, whose Hillman Minx decided not merely to stall of its own accord but also to refuse to restart. (After being pushed away it started at a touch, of course!) A number of exceptional performances were put up, including those of the team-prize Hillmans of Dowling, McCaldin and Eyre-Maunsell. Joe Flynn was very polished with the DB2, and Hogan's Vauxhall was pushed through with really impressive dexterity. Another remarkably good effort, considering the size of the car, was that of G. B. Malcolm, with his Mark V Jaguar.

The last test was a simple affair: a flying start to a timed strip followed by a quick-as-you-can braking section with bins on either side. Partly owing to a steep camber the bins took some punishment—and for anyone who had so far retained a clean sheet in such matters it was a heartbreaking mishap.

While officials of the Ulster club, who had planned, organized and executed the event so well, got on with their results calculations, the crews went for a longed-for wash and rest, to appear not much later at the dinner, dance and prize-giving which were arranged for that Tuesday evening. That Ireland is almost ideally suited to this kind of event had been made obvious once more, and it will be no surprise if, in future, many more entries are received from across the water.

RESULTS

Premier Award: 1,172 c.c. Dellow (W. T. Todd), 366.8 marks lost.

Open cars, any capacity: 1, 1,172 c.c. Dellow (W. T. Todd), 366.8; 2, 1,250 c.c. M.G. (N. E. Gleeson), 388.6; 3, 1,250 c.c. M.G. (J. K. Armstrong), 389.8.

Closed cars up to 1,100 c.c.: 1, 803 c.c. Austin (J. C. Millard), 422.1; 2, 803 c.c. Austin (E. T. McMillen), 429.6; 3, 803 c.c. Austin (J. E. Wilson), 434.8.

Closed cars, 1,100 to 2,000 c.c.: 1, 1,911 c.c. Citroen (B. Pentland), 398.4; 2, 1,265 c.c. Hillman (J. Peile), 401.6; 3, 1,508 c.c. Ford (C. E. Robb), 416.4.

Closed cars over 2,000 c.c.: 1, 2,267 c.c. Sunbeam-Talbot (G. W. Houston), 401.4; 2, 2,267 c.c. Sunbeam-Talbot (W. J. M. Glover), 409.0; 3, 2,262 c.c. Vauxhall (M. C. Hogan), 414.4.

Team Prize: 1, Hillman No. 1; J. E. Dowling, B. McCaldin and C. W. Eyre-Maunsell. 2, The Republicans; 1,250 c.c. M.G.s, Mrs. E. Flynn, C. K. Flynn and A. L. Young.

Ladies' Prize: Mrs. E. Flynn, 425 marks lost.

Novices' Prize: 1,768 c.c. Lea-Francis (M. F. Mackie), 399.5.

Best competitor not resident in Ulster: 1,250 c.c. M.G. (N. Gleeson), 388.6.

168 entries, 6 non-starters, 18 retirements, 144 finishers.

The second final test at Bangor was a scissors test, in which M. F. Mackie's 1½-litre Lea-Francis is seen performing through fairly substantial markers.

J. G. B. Mathieson's Hillman Minx crosses the braking line at Bangor. The Dundrod signs are misleading—they were used merely as sighting boards.

NEW YORK'S 1953 SALON

RECORD ATTENDANCE INDICATES A HIGH DEGREE OF ENTHUSIASM FOR SPORTS CARS IN AMERICA

By JOHN BENTLEY

The resplendent setting of the New York Sports Car Show; in the foreground is the Pegaso chassis which attracted so much attention at Earls Court.

New York, April 6

AT the time of writing, the International Motor Sports Show held at the Grand Central Palace, New York, has been open only 48 hours; yet already all attendance records have been broken. More than 15,000 spectators flocked in on the opening night—Saturday, April 4—as compared with under 10,000 last year, and by Sunday night the count, not precisely determined, was several thousand above the 1952 figures. If any further demonstration were required that sports cars have come back to America "for keeps," this exhibition is it. As for the reason, it is perhaps most clearly stated in the programme itself: "It seems that the strictly utilitarian function of a car has become a bit bothersome, and Americans are attempting to rediscover the element of fun which once was connected with car ownership."

This is actually the third annual show held within Grand Central Palace, in the very heart of Manhattan; but the first, as will be recalled, was the highly successful all-British exhibition. Perhaps the most remarkable thing about the present exhibition is the fact that it was sponsored once again by the versatile radio and television comedian, Herb Shriner, a rabid sports car enthusiast. The response certainly justified his faith. There are no fewer than 120 individual exhibitors and between them they have put on display some 50 makes of cars of eight different nationalities, represented by about 200 models.

Hovering just under the lofty roof (but securely fastened by guide wires!) is a Convertacraft Nagler helicopter, capable of sprouting wings and becoming a conventional aircraft at a moment's notice, but the decoration is not quite so lush as last year. Artistic trimming is mostly absent from the brick pillars which, this year, have simply been dressed up with white paint; and there are fewer floral bowers, which seemed to blossom on every stand; but against this, the colour contrasts between the cars themselves are the most vivid and brilliant ever seen.

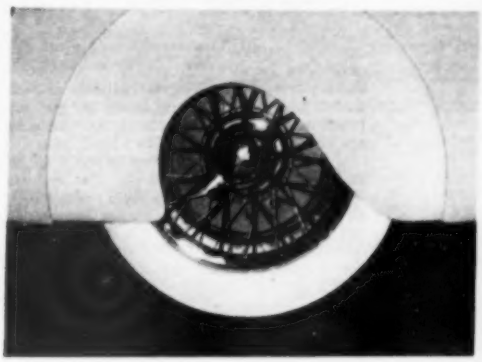
Colourful

Dominant are the pink of a Bristol on a revolving platform; the metallic yellow of the supercharged Pegaso, with its quaint rearward transparent blister; the fire-engine red of the Ferraris; the metallic powder-blue of the Jaguar Mark VII with Borg-Warner transmission, revolving centrepiece of the Hoffman-Jaguar stand; the contrasting shades of green on the Cunningham cabriolet by Vignale; the white of the beautiful Mulliner-bodied Continental Bentley—for my money the prettiest car in the show; and, complementary to these overtones, a galaxy of softer shades in grey, beige, maroon, cream, gunmetal, bronze, blue and green, sedately picked up here and there by a stab of gleaming black. And the majority of cars with wire wheels sport spokes of gleaming chromium, against which white sidewall tyres look ineffectual and anæmic.

The most expensive car in the show (purchased almost immediately by Leonides Trujillo, former president of the Dominican Republic) is the blown Pegaso exhibit of Brewster Automobiles at $29,220; the lowest priced, the Sharp's aluminium-bodied Bear Cub three-wheeler with an air-cooled engine, selling for $895 (about £300) and capable of 77 m.p.g.

From a purely technical standpoint, one of the most intriguing designs on view is that of the Hotchkiss-Grégoire with Chapron body, which appeared to pass unnoticed because it is tucked away in a corner, behind a flashing display of Ferraris, and neither in appearance nor in colour (a rather dull grey) holds anything to attract the eye. Furthermore, no one had thought to raise the bonnet. But with its flat-four engine and front-wheel drive unit carried ahead of the front suspension it becomes more intriguing by the minute. Particularly arresting is the suspension, with transverse swivel arms

Unusual rear valance treatment for a Jaguar XK120 on the Hoffman stand.



NEW YORK'S SALON . . . . continued

Of particular interest on this Vignale-bodied 2.9-litre Ferrari is the way the body is cut away below the door level.

and horizontal coil springs, with elbow-type hydraulic dampers at the extremities.

A few feet away stands the arrogant little Gordini with the 1½-litre four-cylinder engine and a metal tonneau cover over the passenger seat. The blue paintwork is clean enough, but the machine bears those minute yet unmistakable traces of hard and fast use in competition—quite apart from a cracked windscreen. Ernie McAfee, well known in racing circles, who had just flown from Los Angeles, told me there were buyers galore for this diminutive bomb, but it isn't for sale—yet. On the same stand, sponsored by Luigi Chinetti, U.S. Ferrari representative, reclines the one machine for the possession of which I would willingly submit to the extraction of the proverbial eye-tooth—the new 2.9 Ferrari with a scarlet body by Vignale and silver wheels. Clean, functional, curvaceous as only the Vignale products can be, and fairly shimmering with latent power, this is really a "desirable property."

On the Cunningham stand is an MT4 Osca in off-white with blue leather—1,324 c.c., 900 lb, 98 b.h.p. at 6,300 r.p.m.! An exhibit of the Momo Corporation (who service and sell Cunninghams), it carries a neat leather-bound tag at the steering column. Just $9,000, not including excise tax.

From Britain

With more than two dozen makes of cars on display, Britain, as usual, dominates the show. Vieing with the customary fine Jaguar display (which includes the new XK120 drop-head coupé in black with a beige top and red wheels) are the Austin and Rootes Group stands, featuring a widely representative display of vehicles. Focal point of the Austin exhibits is the new Austin-Healey 100, gyrating slowly so that the eye may feast on its sleek lines, fine detail finish and attractive metallic blue paintwork. "It'll be in quantity production by July," smilingly opines Donald Healey. And the price! At under $3,000 (which I frankly question) there would doubtless be long queues of enthusiasts forming at daybreak with the cash in their perspiring little palms.

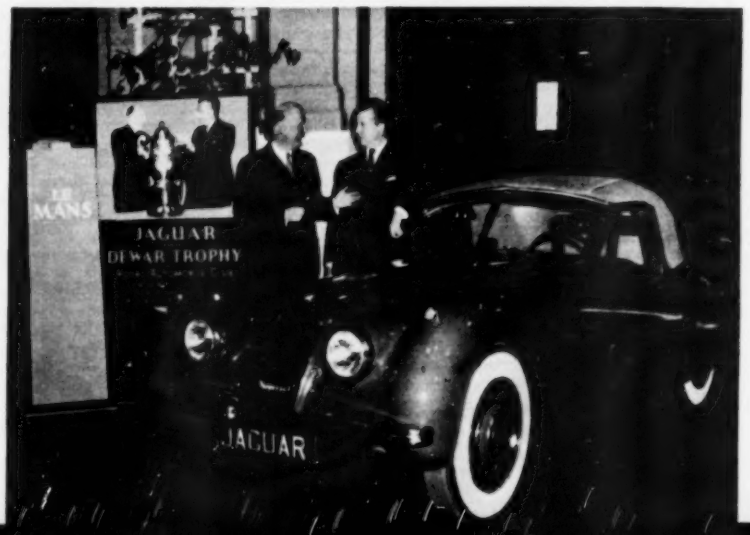
Austin exhibits selling very well in three types are the A.40 sports convertible (cream); two A.40 Somerset saloons (black and grey) and the diminutive A.30 saloon in blue. Rootes have done themselves proud with the transparent cutaway of the Minx International, some Minx VI saloons and a station wagon; a Humber Hawk, a Super Snipe and, of course, the new handsome Sunbeam-Talbot sports cars of Alpine variety. The blue, beige, green, black and silver variations, together with the cream and red Sunbeam-Talbots are very easy indeed on the eye.

Armstrong Siddeley have two elegant Sapphire saloons in grey and blue-black; the newly formed American Allard Motor Co. (page 502) is well represented by the two most interesting production models, a K3 (Cadillac) in bronze and

This magnificent trophy was awarded to a Bristol as representing the best four-seater 2-litre car at the show.

Sir Reginald Rootes (right) and Mr. Geoffrey Rootes (centre) with the new Sunbeam Alpine. Mr. Fred Wacker, president of the Sports Car Club of America, is at the wheel.

Standing beside the Jaguar XK120 convertible are Mr. W. Lyons (left), chairman and managing director of Jaguars, and Mr. Erdmann, resident executive in America.



a cream Palm Beach model with the Ford Zephyr six-cylinder engine. Even the smaller car seats three abreast without squeeze. The Vaughan Motors stand is remarkable for a brace of Ghia-bodied, blown S.M.1500 Singers, of a pleasing black and red scheme; while the Alvis, Morgan Plus Four and Triumph Mayflower are all represented by Fergus Motors. J. S. Inskip, as usual, has a fine array of Nuffield products—M.G., Riley, Morris Minor; a pair of handsome Aston Martin DB2s in coupé and convertible form; a superb Silver Dawn Rolls-Royce in metallic grey with black upper half, and the aforementioned all-white Bentley of startling elegance. There is also an "elongated" red TD

Crowds gather to inspect the new Sunbeam Alpine sports car.

Under-bonnet view of the flat-four front-wheel-drive Hotchkiss-Grégoire.

Midget, modified in the firm's own New York workshops to provide room for four. The Land-Rover was seen to attract much attention, as was the trim green saloon of improved appearance, these exhibits also being sponsored by Rootes. And that—since the two Nash-Healeys and that purposeful-looking Le Mans machine are of Anglo-American origin—about ties up the British on the main floor.

But there is more to rivet the attention. For instance, the Hoffman Porsches, including a silver 500 Super Roadster. The Super coupé should be unbeatable in production car races. As for Mercedes-Benz—that is something to make you pause. A black 300 saloon; a silver 300 CD convertible coupé; two 300S coupés in cream and off-white; a 220CA blue convertible coupé and the 170DS Diesel saloon in silver; from $12,457 to $3,590 and no dearth of prospects.

Near by are two other exhibits that you go away from and come back to. One is an American sports car of real intent—the Kaiser-Darrin with a white plastic body, chromium wire wheels, beautiful red upholstery and six cylinders producing 100 b.h.p. for a weight of 2,000 lb. It is the KF161, going into production this summer at "about" $3,000. The doors slide in and out of the body. Every few minutes a nicely modulated loud-speaker informs you: "You are looking at the Kaiser sports car, named after the famous designer, Howard Darrin. . . ." It's quite nice and the body weighs only 300 lb.

Next door is a brand-new Siata Type 208S, with tubular chassis, Fiat V-eight 2-litre engine, twin Webers, 110 b.h.p. at 6,000 r.p.m., and a 1,700 lb dry weight. The body is in bright red and the lines are superb. This newcomer, selling for under $5,000, deserves the revolving stand upon which it rotates. It is handled in the U.S. by Tony Pompeo, a sports car lover. This number was quickly snapped up by S.C.C.A. member Don McKnought.

There is one other all-American sports car at the show deserving of serious note, the prototype Excalibur J, based on a Henry J chassis and designed by Brooks Stevens and Associates, and already described in *The Autocar*. It is already well tried in racing on airports. The engine is a Willys six-cylinder with overhead inlets and side exhausts, special porting and triple S.U.s. It produces about 114 b.h.p. for 1,700 lb (with fuel) and will do 120 m.p.h. There is every likelihood of this machine being produced by Kaiser-Frazer to sell for $2,000; if so, it has a fantastic future. There is also a little red Nardi with a Crosley engine and there are the beautiful Arnold M.G.s of Italian Ghia inspiration.

Tucked away in a corner and hemmed in by a dense throng, is another American sports car—the Skyline X-50 with a black Fiberglass body on a Henry J chassis. Nothing much new, technically, other than electrical control overdrive and a control quadrant between the seats with aircraft-type levers. Price: $3,000 when produced.

Various show awards have been made—the Austin-Healey a Grand Prize and one for most advanced foreign sports car; the M.G. for the most popular sports car in the U.S.A.; the XK120 for the most popular high quality sports car; Rolls-Royce for consistency and excellence, and the Armstrong Siddeley Sapphire for most interesting mechanical design. Kaiser-Darrin won the prize for most advanced American sports car.

There is a profusion of hot rods, custom cars, antique cars, motor cycles and classical machines, including a Bugatti Royale.

Among the Chinetti exhibits was this businesslike 1½-litre four-cylinder Gordini.

Amid magnificent scenery on Rest-and-Be-Thankful : C. Robertson (Morgan) awaits the signal to start the first of the tests.

HURRAH FOR THE

SCOTS ENJOY THE ANNUAL THREE-DAY JAUNT

THE Scottish Sporting Car Club's Highland Three Days trial, run during the Easter weekend (April 4-6), was a well organized and thoroughly enjoyable event. Starting from Blythswood Square, in Glasgow, whence the first car moved off at 9 a.m. on Easter Saturday morning, the first day's route included Rest-and-Be-Thankful and Amulree, terminating at Gleneagles in Perthshire. The Sunday saw the competitors on a route starting from and finishing at Gleneagles, while the third and last day—Easter Monday—brought them at last to the hospitable final control at the Golden Lion hotel at Stirling.

This year the rally attracted a good entry, totalling 52 cars in all; of these, 13 were doomed to retire before the finish was reached. Throughout the event competition was keen and the outright winner, C. W. I. Jeffrey (H.R.G.) gave a fine display of tidy driving that was never showy and always consistent. A Carlisle driver, Bob Dickson, in one of the latest Standard Vanguards, was a delight to watch, combining speed with deft manœuvring, while Norman Lithgow (H.R.G.) added to his guerdon by notching up another class success as he did in the recent R.A.C. Rally.

Tough Road Run

On the first day the introductory road section was simple, but thereafter competitors were pushed for time; and in the third section—from Rest-and-Be-Thankful to Inveraray—Charles Robertson (Morgan) lost 22 marks, while in the sixth—from Amulree to Gleneagles—I. E. Davidson (Jaguar) lost 27 and many other competitors of ability were penalized. The Amulree section was no picnic! Half of the entry went over it in a blinding snowstorm and Sydney Levinson's wife had to get out and push the family Rover on a particularly steep section—a proceeding, one would imagine, not guaranteed to add to connubial bliss in the circumstances.

The day's sport included three tests: one on the Rest, another on a bend and switchback in Glen Orchy, and a nasty manœuvring test on a hairpin at Amulree. On the Rest, Denham-Cookes (Jaguar) clocked the best time in 6 sec while the red flash of Charles Robertson's Morgan in 6.6 sec just allowed the pale green Jaguar coupé of Jack Hally to go ahead and complete the test in 6.5 sec. During the Glen Orchy test, John Milne handled his M.G. very neatly indeed in 22.5 sec, and J. M. Cringean (Jaguar), with C. W. I. Jeffrey, tied for second best time in 23 sec dead. The manœuvring test on Amulree involved a tight hairpin and suited C. G. Carnie's Renault very well indeed, but J. A. H. Broadbent drove his long Allard with distinction. Neil Buchanan, in a 2½-litre open Riley, was not so clever, taking his car too close to

Female crew; Andy and Chris Neil (Morgan), in the third test on Saturday, climb up from Kenmore. Taymouth Castle is just visible in the distance.

the bank of the hairpin and unhappily bending the running board in his attempt to negotiate the turn.

Sunday's programme was a most arduous one, as it included road sections and tests, performed mostly in darkness, coupled with a spate of map references to be found amidst wind and rain, which made things highly unpleasant for the open car entrants. Best performance in the tests was made by Bob Dickson (Standard Vanguard), but the road sections caused everyone headaches, and a particularly vile stretch of road to Struan and Trinafour broke the sumps of N. L. Paterson's M.G. and F. Dundas' Javelin, besides buckling the wheels and bending the wing of Doctor Watson's Allard.

Strangers in these Parts

In picking out map references competitors had all kinds of weird adventures, including the unnecessary fording of streams and interviews with yokels from Cold Comfort Farm. At Clathy Beg, A. Yaffy was unfortunate enough to overturn his Austin Sports but, although it finished up with its four wheels in the air, sole injuries were a scratched wrist for the driver and a cigarette burn for the navigator. The night's hazards resulted in mounting penalties and eleven retirements, which sorted out the entry, and ultimately sent the weary competitors to bed in the wee sma' hours of Monday morning.

Monday was the least arduous day of the event. Road sections were not too difficult, tests gave competitors practice in parking, and gave them the opportunity of showing their abilities as speed hill-climbers on the slopes of Bo'ness. Bob Dickson (Standard Vanguard) was quite

Watched by schoolchildren on holiday, W. P. Dennison (1½-litre Riley) brakes in the final test on Bo'ness.

HIGHLAND!

easily the neatest and speediest parker; Norman Lithgow (H.R.G.) and John Milne (M.G.) shared the honours in dashing round the Logie hairpin and stopping abruptly, and, as a hill-climber, Denham-Cookes (Jaguar) showed himself to be the day's best.

Scottish Sporting Car Club members had asked that the Highland Three Days should be made more difficult; the organizers had complied with this request and in doing so had provided a grand week-end's sport. It was a thoroughly satisfied entry which gathered in Stirling's Golden Lion hotel on the Monday evening and, over dinner, heard the club's new chairman, Pat Melville, announce the following provisional results.

PROVISIONAL RESULTS

George Hendry Trophy (best performance): H.R.G. (C. W. I. Jeffrey), 209.3 marks lost.

Class awards. Open cars: Up to 1,500 c.c.: 1, H.R.G. (N. T. Lithgow), 216.9; 2, M.G. (E. D. Fraser), 230.8. **Over 1,500 c.c.:** 1, Jaguar (J. M. Cringean), 222.4; 2, Jaguar (G. P. Denham-Cookes), 235.9.

Closed cars: Up to 1,500 c.c.: 1, Jowett Javelin (W. W. Fulton), 244.4; 2, Hillman Minx (A. Morrow), 249.0. **Over 1,500 c.c.:** 1, Standard Vanguard (R. Dickson), 210.4; 2, Allard (J. A. H. Broadbent), 249.2.

Ladies' award: Morgan (Miss Anne Neil), 292.7.
Team award: M.G. (Miss A. Balfour), H.R.G. (N. T. Lithgow), Morgan (C. R. S. Robertson).

J. T. Butterworth (H.R.G.) makes quite certain that he crosses line B in the second test held in Glen Orchy; in the background is the River Orchy.

Flowing from Bow Fell into Lake Windermere, a distance of nine miles, the little River Brathay passes under this stone bridge in the village of Brathay, a mile from Ambleside, Westmorland.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

"POWER RACE"

Errors in B.H.P. Figures

[64826.]—The article in *The Autocar* of February 6, entitled "Power Race," was most interesting, as is the correspondence in the February 20 issue. There seem to be some errors present, however, as your figure of 154 b.h.p. for the 1952 Lincoln is incorrect; the 1949-51 models with the side-valve engine developed this power. The 1952 overhead-valve engine develops 160 b.h.p. and the 1953 cars 205 b.h.p. You have undertaken to compare with it, on a b.h.p. per litre basis, several entirely different types of cars such as Pegaso, Fiat, Aston Martin, Jowett Jupiter, and Bristol. These were all designed with competition in mind where high output per litre is a factor. The Pegaso engine is of the same power as the Oldsmobile, for example, but would hardly do the same job if installed in the Oldsmobile chassis which weighs 4,100 lb. Mr. E. N. G. Gorman [64732] is quite correct in his letter when he says the important thing is torque in ordinary driving. My own car, a 1947 Chevrolet, now has over 47,000 miles to its credit and has never had the head or sump removed, nor has it been tuned for several months, yet it will get down to 3 m.p.h. in top gear without jerking, and acceleration is quite rapid from this speed.

The m.p.g. figures given by Mr. D. Monro [64727], Mr. D. S. Crowther [64728], and Mr. J. M. Reiss [64729] are quite interesting when compared with those for American cars of the same size, and Mr. W. C. Carter [64730] is correct except that I believe he has failed to consider that the American gallon has 4 quarts against the 5 of the Imperial gallon. Most Cadillac American owners report from 18-21 m.p.g. on trips, which would mean 22.5-26.2 m.p.g. in terms of your gallons; this is a good bit better than locally owned Jaguar Mark VII owners get!

Wilmington, N.C., U.S.A. W. M. Peck, Jnr.

MOTORISTS' UNION

A Staunch Supporter

[64827.]—I do most heartily agree with Sqn/Ldr. R. Gilmartin [64805] regarding the forming of an organization for the protection of motorists.

We, as a body, certainly are exploited, and it is nearly time we called the tune; after all we have paid long enough.

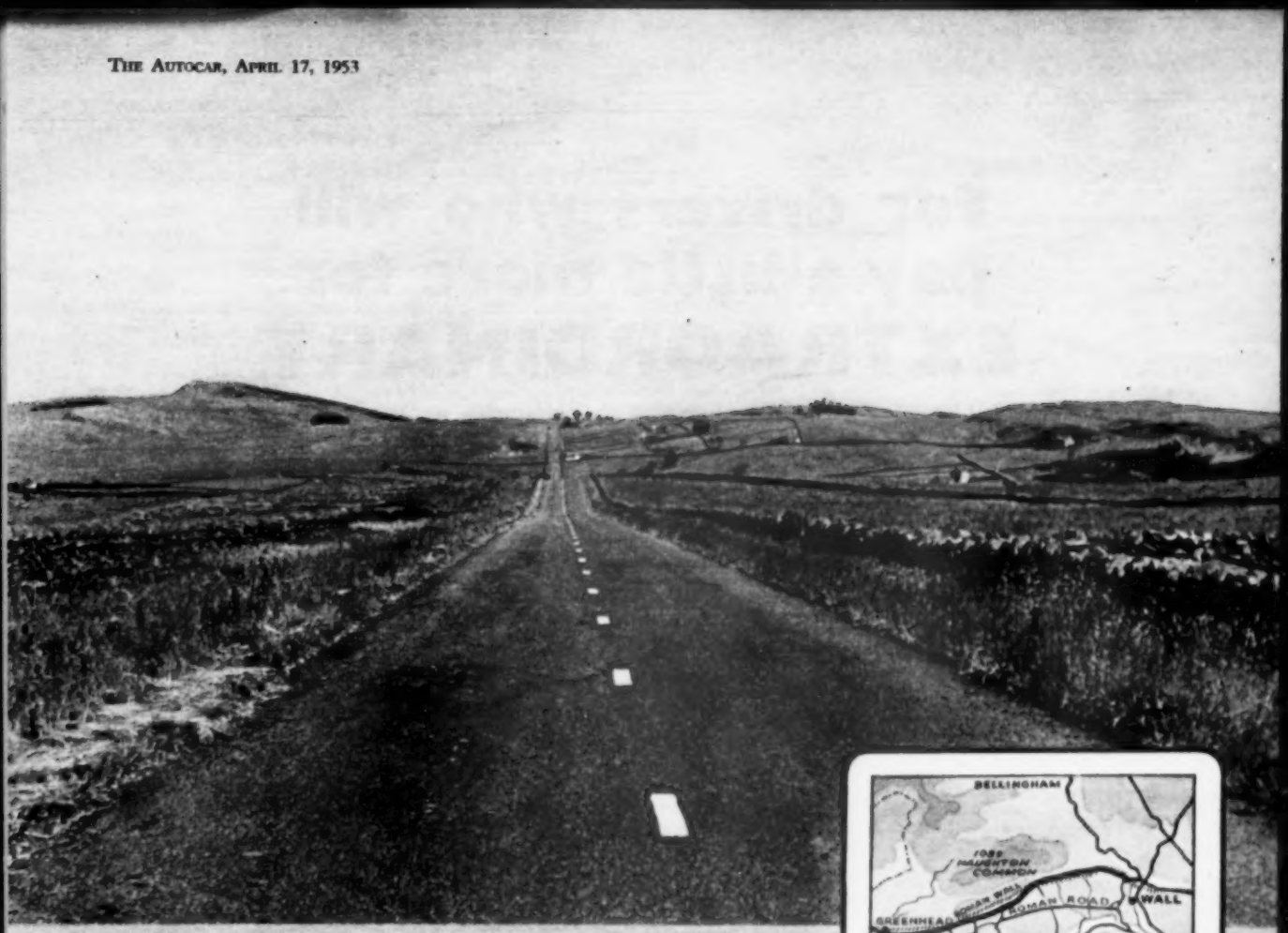
Sqn/Ldr. Gilmartin has my full support, and I feel sure the support of all fellow-motorists, private, sporting or commercial. The suggestions mentioned in his letter are excellent.

Servicing and charges are, in some cases, atrocious these days, so I visualize a large and growing waiting list for the projected "Guide to Approved Garages"; the black-list, too, could do nothing but good.

I feel sure The Scribe (to whom we raise our hats) would give the organization, as projected, full marks for at least doing, or trying to do, something instead of just talking

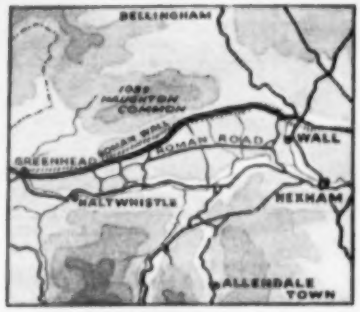
Every good wish to *The Autocar* and your excellent staff.

Henley-on-Thames, Oxfordshire. R. F. Shackleford.



For the sheer joy of driving
I'd like to go there in an

ALVIS



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NORTH-WEST of Hexham, beside Hadrian's Wall and near the Roman fort of *Borcovicus*, the road runs arrow-straight under the wide skies of Northumberland. The pulsing power of your ALVIS will speedily accept such an open invitation.

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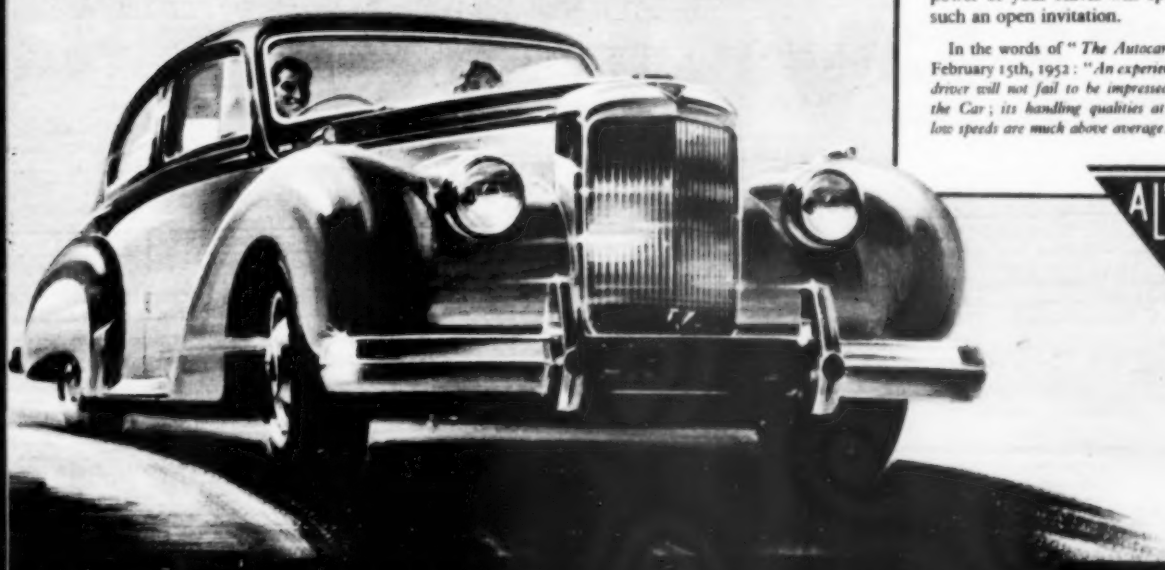

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CORRESPONDENCE . . . . . continued

MOTOBLOC

Information Required

[64828.]—I was interested in Mr. W. F. Bradley's letter [64790] in which he mentions the Motobloc; I worked on this make of car during the first world war. One of the three models produced was in 1913 and it had a V-shaped radiator; all models had four-bearing crankshafts, with the flywheels in the centre, giving practically a vibrationless engine at all speeds.

I should be grateful if Mr. Bradley or anyone who had anything to do with this now defunct make or has any literature about it would get in touch with me. I am deeply interested, as no doubt other old-time motorists would be.

Durham City. H. FENWICK.

PETROL FUMES

And a Successful Remedy

[64829.]—Regarding the trouble experienced by "K. F. S." of Switzerland with the smell of petrol in his Singer Roadster ("Readers' Service," *The Autocar*, March 20), may I suggest that he checks the position of the carburettor choke jet in relation to the stream of air from the fan? This can cause a vacuum and a resulting stream of petrol into the engine compartment.

This trouble was experienced with my 1947 Standard Eight, fitted with a Solex carburettor, and was cured by fitting a small tin hood round the jet, thus deflecting the air stream.

Colchester, Essex. A. G. SMITH.

TOO GREAT

Square Feet, Not Yards

[64830.]—I was interested to read on page 395 of your issue of March 27 that the Frankfurt Show is described as "The Greatest Show on Earth." On reading the text, I find that the total floor area is stated to be 600,000 square yards and, if this is true, then there is undoubtedly no question at all concerning the title referred to.

It does occur to me, however, that the total floor area should properly read 600,000 square feet and if this is the case it approximates very closely to the total floor area of the Society's Earls Court Exhibitions, under one roof.

C. H. B. PRICE,
London, W.1. Exhibition Manager, S.M.M.T., Ltd.

[The figure given for the German Show should have read 600,000 sq ft. Final figures show, however, that the total area of the Frankfurt Show was 840,000 sq ft.—ED.]

WINDS

Acute Need for Stabilizing Surfaces

[64831.]—I must cross swords with Flt. Lt. R. L. Secker over his letter [64803], but I need only cross fins with the German investigators over their conclusions. My "twin fins" have been successful in bringing back the centre of pressure on models in the wind tunnel and in improving steering characteristics on the road.

The research institutes at Stuttgart and elsewhere in Germany had done a terrific amount of work, however, both on their very successful racing cars and on the more advanced designs which were being developed to take advantage of the *autobahnen*. They were acutely aware of the need for stabilizing surfaces, but they were not the first to analyse them. Around 1930, the Frenchman, Professor Andreau, drew attention to the location of the centre of pressure and its movement with change of wind angle. His solution, constituting a large central fin mounted high on the rear of the body, was a bit too glamorous even for his own romantic people and did not meet with approval. Neither was it very effective at small wind angles, where the c. of p. is far forward and the destabilizing moment correspondingly great

Both this and Professor Kamm's solution on the streamlined 3½-litre B.M.W.—the "sort of fin and rudder" mounted high on each roof quarter panel—introduced an undesirable rolling couple (for the motorist's benefit, an "overturning force").

I agree that the phenomena are not novel. My "message" was that the evolutionary, non-streamlined "new look" designs of today are seriously worse in this respect than their predecessors, which no one had bothered to analyse; twin rear fins cure this.

What "sharper-edged gust" than that created by a bridge? When Wilbur Wright built the first wind tunnel from a soap box and paddles driven by a bench grinder, his results were derided by a number of the then expert aerodynamicists because the model was stationary and the air moving!

With reference to the increased drag in cross-winds, this will surely be increased by spoilers, the more so the more carefully placed. Pity the poor driver. How is he to detect a cross-wind; which hand or foot or even finger can he spare to adjust his spoilers incessantly? I can see no escape from the penalty of induced drag, but this is comparatively small for the fins used on normal "new look" designs.

There is, unfortunately, no tunnel available for testing actual cars in this country; the large, low-speed tunnel at Farnborough is big enough but is otherwise engaged on matters aeronautical, which are little connected with the problems of terrestrial interference. J. P. MILFORD REID.

R.A.F., Cranwell, Lincolnshire.

SERVICE

How to Cater for Crackpots?

[64832.]—I am glad to see The Scribe, in your issue of March 27, disagrees with a previous correspondent [64757] on the question of faulty reception at filling stations.

We gave up trying to lay down rules and regulations for a filling station as far back as 1936, for no two motorists react the same. We opened a new filling station about that time and endeavoured to put into practice the American method which is so prevalent today—attendants in white overalls, spotless forecourt, and the "shall I fill it up, sir?" attitude of approach.

I can still recall the look on the attendant's face when he was howled down, in no uncertain fashion, by an irate customer. He had just started to wipe the windscreen when a voice yelled from the driver's seat, "Who the so-and-so asked you to do that?" It may have been our friend who wrote the letter in your issue of March 6, for all I know.

The attendants were then instructed to offer to wipe the windscreens. What was the result? When the next customer was asked politely if he wished this done, he retorted icily that he thought that it would improve matters, and why the heck bother to ask anyway? This, of course, was the last straw for the attendant, who muttered something about the ultimate destination of all motorists in the hereafter.

As far as we were concerned, then, as a garage, there was only one way to run a filling station or service bay—bow to the customer's whims, because he pays for our bread and butter; lay down no rules whatever, but pay attention to the idiosyncrasies of each customer, for the average customer is full of them. The trade of our garage, thank goodness, is not a passing one, and we have been able to do this successfully. Harmony prevails to this day, for we have elected to remain an independent petrol station rather than go through a similar experience.

Dundee. GARAGE MANAGER.

THIRST

Unfair M.P.G. Figure for 1½-litre Riley?

[64833.]—It was with particular interest that I read your Road Test of the 1½-litre Riley (*The Autocar*, March 27), but I was very surprised that the normal petrol consumption should be quoted as high as 23-27 m.p.g. Were the fuel consumption on my 1952 model to rise to 27 m.p.g. I should immediately start to try to find the reason for such a thirst.

On a Continental holiday last summer I covered 2,480 miles at an overall consumption of 28.5 m.p.g. This trip, with two up and a very full load of luggage, some of which was on the roof, involved 14 Alpine passes as well as a weekend pottering in Paris traffic, and is typical of the fuel consumption which I expect from the car.

Lest it should be thought that the car was being driven gently to eke out the foreign currency let me add that on the *autobahn* the cruising speed was 70 m.p.h. for hour after hour, while on the long stretches in France 50 miles went into an hour on several occasions.

Perfectly standard carburettor and ignition settings were used and no alterations were made to take advantage of the Continental fuel. Since the advent of first-grade fuel I have covered 1,030 miles up to Scotland and back at 31.1 m.p.g. This journey was undertaken shortly after a top overhaul, when a high compression gasket was fitted and the engine adjusted for the new fuel. Once again no particular effort was made to run for maximum economy and the throttle was opened to the extent of permitting never less than 47 miles to go into any hour on the return trip.

Even on day-to-day short running over a period I should become suspicious if I failed to get 28 m.p.g.

Probably my 4.89 to 1 back axle ratio will be a contributory

CORRESPONDENCE . . . . . continued

factor in spinning out the fuel as compared with the 5.125 on the tested model, but surely there must be some other factor to account for a difference of 5-6 m.p.g. between otherwise identical cars.

Am I lucky or can it be that your testers have very, very heavy right feet? Whatever the reason may be your Road Test report in my humble opinion hardly does full justice on this score to the very moderate thirst of this particular vehicle.

Kingswood, Surrey. S. LAURIE-WALKER.

R.A.C. RALLY

Gilding the Lily Editorially

[64834.]—I enjoyed reading the entertaining report of the R.A.C. Rally in your issue of April 3, but I was amazed to read in the Editorial on the first page, "A rally must test both car and driver, and the R.A.C. event patently did that; XK120s occupied the first three places of Class 6, showing their superiority as machines."

This is really a very naughty thing to say as the statement is incorrect and the conclusion drawn from it false. For the record, there were in Class 6 25 XK120s and one solitary Cadillac-Allard J2, which managed to beat 24 of the 25 XKs and finished second in the Class. It also managed to make fastest or equal fastest time in five of the eleven tests with odds of 25 to 1. This does not seem to prove the superiority of the Jaguar as a machine. For my part, I have the greatest admiration for Sydney Allard, the Jaguar, the people who make it and the sporting folk who drive them, but I do feel if you wish to gild the Jaguar lily, you should be sure that you use genuine gold leaf. A. GODFREY IMHOF.

London, W.C.1.

[Apologies to Mr. Imhof's Allard, which, of course, finished second in the class. Comparisons, if imperfect, must be drawn from rallies; they are, at least, one method of gauging comparative worth of cars, even if in a specialized context.—ED.]

Gratitude for the Rally Bulletin

[64835.]—As a competitor in the R.A.C. Rally I should like to congratulate you on the wonderful speed with which you produced your special supplement of the results. They were wonderfully tabulated and, so far as I know, they were the only means competitors had of knowing their position. It is a pity that more publicity was not given about the issue of the supplement.

I saw it billed outside a newspaper shop at St. Leonards, but when I called for a copy on Saturday morning they knew nothing about it, so I went to Smith's bookshop and they gave me a couple of copies.

Again many thanks for an excellent effort.

Cranleigh, Surrey. GORDON McVOY.

BUSH TELEGRAPH

The Pitfalls Confronting the Buyer

[64836.]—I have recently been interested in buying a 2½-litre Jaguar or Daimler, and the word has got around the local firms. On Easter Monday I went over to a garage at a nearby town to see a sports saloon advertised at £235.

While I was there, a dealer arrived who was overheard to remark that he had a customer waiting for such a car. I left an offer and retired, leaving the dealer haggling. On Tuesday, the following day, the local representative of a car firm in the district arrived with the car, which was then offered to me (as a waiting customer!) for £275!!! J. B. DUNNET (Flt.-Lt.)

Hastings, Sussex.

THE LIMIT

The Costly Result of an Adjournment

[64837.]—As a fellow sufferer with your correspondent "Lex" [64811] I must explain to him what happens if he makes a serious attempt to challenge the accuracy of police speedometers.

Being myself charged with this offence, I ventured to ask the police officer how he checked his speedometer and whether he measured the mile and whether he checked the stop-watch.

Without proceeding further with the case, the police inspector promptly applied for and was granted an adjournment. At the adjournment the county prosecuting solicitor appeared. He brought with him a surveyor who had specially measured the mile and a jeweller who had checked the stop-watch. He then pointed out to the Bench that they should not require this evidence because if it were permissible to go back on this question it would eventually be necessary for the police in every case to call the Astronomer Royal to prove that the sun was at a certain position in the heavens at a particular time. The police car carried a passenger for the speedometer check, who operated the stop-watch at the speeds indicated.

I think my case was stronger than that mentioned by your correspondent, because I myself gave evidence that my own speedometer had been checked both before and after the incident, and that the results were very different from a check made at the time against the speedometer of the police car. Nevertheless the Bench found me guilty and all I got for my pains was a large sum to pay by way of costs. I am given to understand that it is practically impossible to obtain an acquittal in that court on a traffic offence, and I think this applies to most magistrates' courts, except where there is a stipendiary.

It may also be noticed that although the police admitted that I caused no danger to anyone, I was more heavily fined (apart from the costs) than anyone else that day, although one other offender was found to have been drunk in charge of a pedal-cycle and a menace to other traffic, and another was found guilty of causing an accident to two cyclists.

Ashford, Kent. WALTER P. W. EWELL.

ROAD CONDITIONS

Move the Coffee Stall!

[64838.]—I daily pass the coffee stall, mentioned by your correspondent in his letter [64797], situated at the V-junction of Telegraph Road and Kingston Vale at the Tibbetts Corner roundabout. Not only is Kingston Vale a main road out of London, but there is very heavy traffic on Telegraph Road, which is the route through Roehampton to Richmond and Barnes.

Telegraph Road is only just wide enough for two lines of traffic (one in each direction), and the parking of heavy lorries opposite the coffee stall mentioned by your correspondent not only immobilizes traffic, but also causes an extremely dangerous situation.

Surely it would be possible for the coffee stall to be sited in a less dangerous position, although this may not occur until the authorities concerned have been held responsible for an accident caused by the present conditions. K. S. WIMBUSH.

London, S.W.15.

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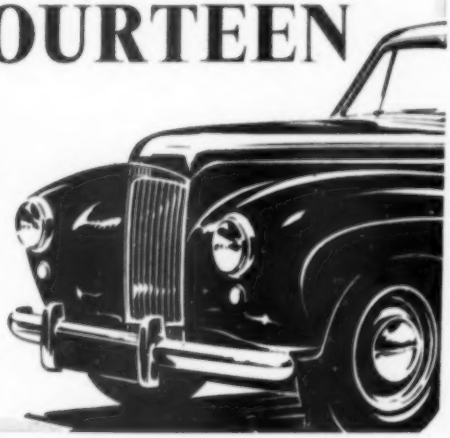

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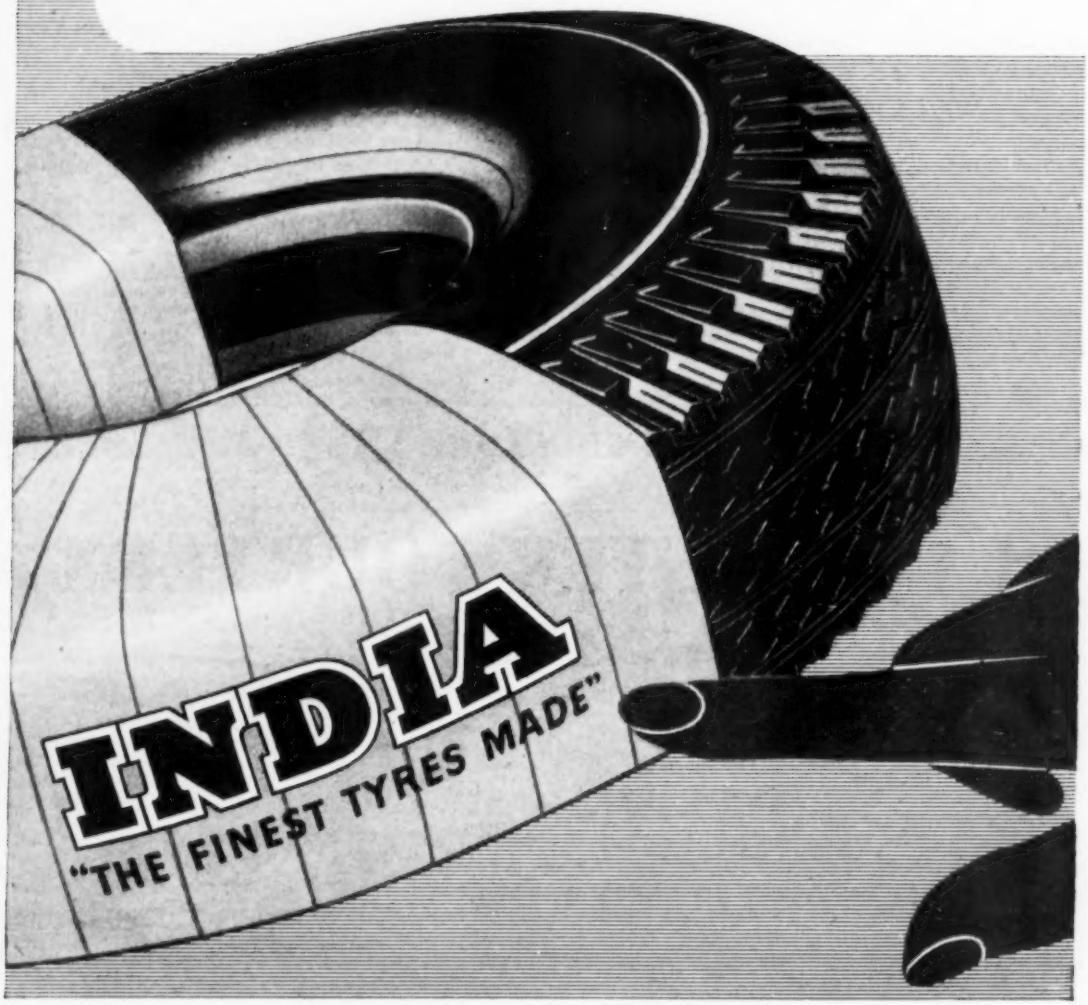

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ASK yourself this. How much is your car worth today—how much will it be worth in 3 or 4 years' time? Will it depreciate quickly—or can you prolong its 'life' and value?

Your car is only as good as its engine. Good looks are worthless unless accompanied by good engine performance. Engine wear is the enemy.

The main cause of engine wear

RESEARCH has proved that the main cause of engine wear is not friction but acid action—or corrosive wear. This occurs when moisture in your engine combines with combustion gases to form acids. These acids eat—yes, *eat*—into the metal surfaces when the engine is running cold on short journeys, when your car is at rest between runs, or overnight in your garage.

A remarkable new oil

SHELL X-100 Motor Oil does three things. (1) *It combats acid action—or corrosive wear*—by providing a constant protective film for all parts of your engine which does not 'drain off' like ordinary oils. (2) *It reduces oxidation—and lacquer formation*—thus minimising ring-sticking, loss of power and oil consumption. (3) It has a cleansing effect on your engine—*and keeps it clean.* (It keeps combustion soot in suspension to be drained away with each oil change.)

Ease of mind for you

NEVER before have you been able to give your engine such complete protection. Take this precaution *now*—change to Shell X-100 Motor Oil—it is more than an oil—*it is an insurance against engine wear*—and the premature ageing of your car.

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If so, here's how you too can enjoy the full benefits of Shell X-100 Motor Oil

SOME people say that although Shell X-100 is remarkably effective in new cars, it is 'too good' for older cars. They could not be more mistaken.

You might as well say that healthy food is too good for you because you're advancing into middle age. And Shell X-100 is certainly healthy food for cars that have lost the bloom of youth—or even those that are ageing gracefully.

What you should do

IF your engine is worn, it may be advisable to use a heavier grade oil than that originally recommended by the makers of your car. Ask your garage to advise you about this. To get the full benefit from Shell X-100, treat your engine as if it were new. That is, after 300 miles on Shell X-100, have the sump drained, flushed and re-filled and get the filters re-checked. Your engine will then be clean. Shell X-100 will keep it clean *and* protect it against further wear.

IMPORTANT **There are four grades of Shell X-100 Motor Oil and it is important (particularly in the case of worn engines) to get the correct grade for your car. Your garage will tell you which grade your car should have.**

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Shell X-100	30
Shell X-100	40
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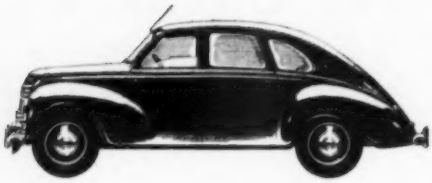
SHELL X-100 MOTOR OIL

fights acid action

—main cause of engine wear

There are, of course, many other excellent cars on the road to-day, but space prevents us from including them all.

FACTS prove Shell X-100 Motor Oil the finest oil for cars of today



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Mixed Bathing at SNETTERTON

THIRTEEN CLASSES IN WEST ESSEX C.C. SPRINTS

S. Gamble's Bugatti (2,261 c.c.) on the line for its second run at the very wet Snetterton meeting of the West Essex club.

THIS event, held last Sunday, was, one might say, Boreham transplanted. It was well watered in, for it began to rain at Snetterton about 11.30 a.m., as the event started, and continued to such effect that by 4.10 p.m. the course was sufficiently dangerous owing to the wet for the racing cars to have to run singly. Moreover, at about a quarter to five the skies already leaden turned black, the 3-2-1-green of the starting signal shone like Coronation night in Piccadilly, and, mercifully, the last car along the half-mile just made the finishing beam before the storm to end the day's storms broke.

Unfair to the many spectators who had come to spend an academic day studying form, which is what speed trials really permit. As it was, the filling-in of times in rain-sodden programmes had to stop and the student turn to such things as control of wheelspin, snaking under gear changes up the slight gradient from the start, and the mean disappearing distance (in a cloud of spray), which, for the twin-wheeled E.R.A. of D. Wilkinson, and Pinkerton's Steyr-Allard (ex-Sydney, eight carburettors and cylinders) was just about 100 yards.

Some interesting comparisons were possible. G. Oddey's 2½-litre Riley (35.68s) just pipped R. Playford's Healey (36.9s), which had 2,443 c.c. of power unit from the same factory. S. Leach's Allard had a fierce scrap with F. R. Priestley's Jaguar from the Essex police driving school. The Jaguar just beat the Allard first time (36.02s against 36.1), only to have the tables turned later (36.2-36.15). J. Sarginson and S. Gamble, in red and blue Bugattis, had 1.66 sec between them, in favour of the 2,270 c.c. of Sarginson's machine, which is 9 c.c. more than Gamble's. Another distinguished veteran was Forrest Lycett's 8-litre Bentley, which came first in class 4 (open cars, 3,000 c.c. plus) with a hearty roar of disgust at the weather.

There were specials which would have repaid paddock study on any day but this, notably the 4½-litre Andrews with rear engine and pre-war "all-in" Mercedes-type body, the neat, blue Morgan saloon of R. K. Clarkson (a DB2 look, here), the aptly named Vice-Consul, and even the somewhat homely Pelikan of A. M. Goldthorpe (1,172 c.c.).

Racing cars came after the lunch break, and about the last two to run together were G. F. Hulbert's blown 747 c.c. Austin and Wilkinson's 1,488 c.c. blown E.R.A. Each is agreeably noisy, and Wilkinson covered the half-mile in 27.99 sec, f.t.d. so far. At 3.45 p.m., Terry Moore, driving the Oscar Moore H.W.M. with the Jaguar engine, came near to it with 28.85, and at 4 p.m. G. E. Pinkerton equalled it with the Steyr-Allard, but blew the engine up in the process, a connecting rod coming through the block just short of the finish. "Never mind," said the driver philosophically, "it'll give me a chance to have a look at the inside." And that was really that, for only a few rain-soaked stalwarts still braved the starting area, although the cars facing the course were steamily full.

The organization remained cheerful and efficient, the results being issued almost immediately. The growing number of non-starters for second runs was a blessing, as it nullified the delay caused by the necessity of running the racing cars singly; G. F. Hulbert lost his crash hat, of all things, on the way round the circuit, and the puddles grew steadily and remorselessly into lakes. Commiseration is owed to the West Essex C.C. for this malevolent example of what happens when you lose a circuit and move to foreign parts.

PROVISIONAL RESULTS

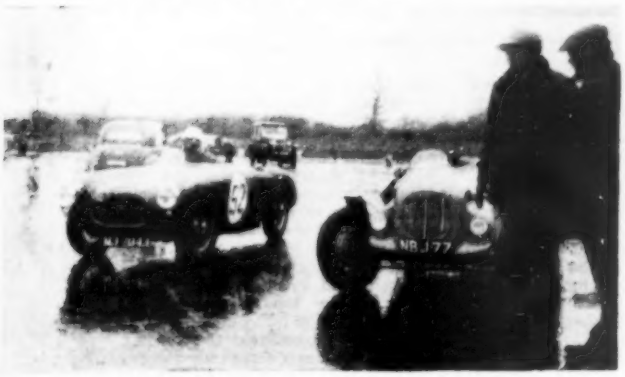
Saloons, up to 1,100 c.c.: 1, Fiat 1,090 (K. D. Laverton), 43.15s; 2, Fiat 1,089 (J. M. Edmondson), 43.54s. **Up to 1,500 c.c.:** M.G. 1,250 (M. Berg), 37.66s; 2, M.G. 1,250 (A. Watson), 39.0s. **Up to 3,000 c.c.:** 1, Aston Martin 2,560 (P. Everard), 32.64s; 2, Riley 2,443 (G. Oddey), 35.68s. **Over 3,000 c.c.:** 1, Jaguar 3,445 (H. F. Smith), 35.12s; 2, Allard 4,375 (Miss B. Lashwood), 35.2s.

Open, up to 1,500 c.c.: 1, Pelikan 1,172 (C. Price), 37.45s; 2, M.G. 1,250 (Mrs. K. Gibson), 38.58s. **Up to 3,000 c.c.:** 1, Connaught 2,496 (D. Price), 31.07s; 2, Frazer-Nash 1,971 (S. Greene), 32.96s. **Over 3,000 c.c.:** 1, Bentley 7,960 (Forrest Lycett), 29.52s; 2, Jaguar 3,445 (H. Kemp-Place), 29.54s.

Sports, up to 1,100 c.c.: 1, Tojeiro 1,097 (B. H. Lister), 34.12s; 2, M.G. 950 (D. Moore), 35.10s. **Up to 1,500 c.c.:** 1, Vice-Consul 1,496 (S. J. Digby), 35.78s; 2, Vice-Consul 1,496 (G. N. Hennessy), 35.79s. **Up to 3,000 c.c.:** 1, Frazer-Nash 1,971 (R. W. Jacobs), 28.87s; 2, Connaught 2,496 (D. Price), 30.98s. **Over 3,000 c.c.:** 1, H.W.M. 3,442 (O. Moore), 28.50s; 2, Bentley 7,960 (Forrest Lycett), 29.04s.

Racing, up to 500 c.c.: 1, J.B.S. 498 (A. J. Richards), 32.55s; 2, Cooper 497 (J. Russell), 32.65s. **Up to 1,500 c.c.:** 1, E.R.A. 1,488 s (D. Wilkinson), 27.99s; 2, Austin 747 s (G. F. Hulbert), 30.27s. **Up to 3,000 c.c.:** 1, Connaught 1,960 (R. R. C. Walker), 28.28s; 2, Frazer-Nash 1,971 (R. W. Jacobs), 29.57s. **Over 3,000 c.c.:** 1, Steyr-Allard 4,549 (G. E. Pinkerton), 27.99s; 2 H.W.M. 3,442 (T. Moore), 28.84s.

Fastest time of day: E.R.A. (Wilkinson) and Steyr-Allard (Pinkerton), 27.99s.



M.G. and Ford—H. J. Nicholls' all-enclosed 1,287 c.c. M.G., and the Vice-Consul of G. N. Hennessy, a Ford-based special, awaiting their turn in the starting area at Snetterton.

Cockshoot Cup

THE M.G. club's North Western Centre has for some time now run one of the favourites in the trials competition field—the Cockshoot Cup Trial. One usually associates with the title a super-sporting course, rakish trials cars, and extremely rough going. Last Sunday (April 12), however, in common with the present trends towards moderation even in trials, the event was a non-chassis breaker. Indeed, the course was humane enough to allow standard cars and their drivers an excellent competitive run over 65 miles in the Macclesfield-Buxton area without fear of damage to either crew or car. With three tests and nine observed sections, and scheduled times for eight road sections, to say nothing of three checks placed secretly *en route*, there was plenty to think about, from the start at the Dixon Arms Hotel, Chelford, Cheshire, to the finish at the same place. There was a good entry of 50, which was encouraging after some of the thinly populated trials that were run this winter.

PROVISIONAL RESULTS

Cockshoot Cup (best performance): Renault (J. E. O'Hanlon).

Class winners: Closed cars up to 1,000 c.c.: Austin (W. F. Wooldridge). **1,101 to 1,300 c.c.:** Austin (J. P. Boardman). **1,301 to 2,250 c.c.:** Standard Vanguard (J. C. Wallwork). **Open cars: 1,001 to 1,300 c.c.:** M.G. (W. D. Bleakley). **1,301 to 2,250 c.c.:** H.R.G. (E. Lister). **Over 2,250 c.c.:** Jaguar (F. Handforth).

TWO IMPORTANT ENTRY LISTS

BELOW will be found the full list of entries for the Tulip Rally, and the names of the drivers so far nominated for the cars accepted for the Le Mans 24-hour race. The Tulip Rally, which starts on April 26 and finishes on May 2, has this year attracted a total entry of 268 cars, of which 65 are British entries; this makes the representation from this country second only to that of Holland itself, which is responsible for 119 entries. The Le Mans event, of course, falls later in the year, on June 13 and 14.

TULIP RALLY

Starting from The Hague:

Allard: A. G. Imhof and S. Ross, Dr. J. Watson and W. H. Brown-Rigg, J. W. Bowdage and J. E. Wright. **Aston Martin**: M. G. Gillies and F. B. Milne, E. Hertzberger and J. van der Pijl, C. S. Bloem and Ir. A. M. Asselbergs. **Austin**: P. H. Verschuur and J. E. Maasland, Dr. P. Groenhart and B. L. van der Wansem, J. P. Kokkes and Mrs. A. C. Kokkes-Godijn, H. J. Stroband and Mrs. J. J. Stroband-Hiensch, P. Mourier and B. U. Ramsing, H. de Vries and W. H. J. Roegiest. **B.M.W.**: J. v.d. Klooster and P. v. Steynen, Jnr. **Borgward**: P. Visser and H. C. Vaandrager. **Bristol**: J. W. S. Utley and E. S. Berry. **Chevrolet**: A. J. van Splunter and L. B. Biesheuvel, R. H. R. Dee and J. F. J. Courrech Staal, L. de Groot and C. A. Groeneveld, R. L. G. M. Gorris and W. Hummelman, H. Swie Tik and R. M. Prabumankunegara. **Citroen**: J. Brugge and A. van Pernis, J. van Nes and P. Bulthuis, C. J. den Ouden and L. van den Hooyen, J. A. L. Coenen and Mrs. S. Coenen-Gazan, A. G. L. Martin and D. Hoogeveen, Mrs. M. L. Vermeulen-Thunack and J. C. Warning, J. Hamel and C. Sollart, Jnr.

D.K.W.: J. L. Flinterman and W. R. Greeve. **Dodge**: L. Ten Hove and T. Ten Hove. **Fiat**: J. H. Broedelet and G. Kolff, C. R. de Ruyter de Wildt and B. E. Wortman, J. C. van Welzen and H. J. J. Lamers, J. Hulsker and M. Duyzings, J. Martens and B. H. Eerligh, A. van Ooy, Jnr., and J. H. D. van der Kwast, J. D. Struyk and C. Verschuur, M. Weisbard and T. Slavenburg, H. J. Voormolen and P. van der Wiel, A. W. Rutgers and A. Rutgers, H. Bouwer and H. L. Wollrabe. **Ford**: M. Gatsonides and P. Worledge, M. W. H. Timmermans and W. Hoefnagels, W. P. H. van Donkersgoed and A. Korteweg, J. Risk and J. D. Alston, Mrs. N. Mitchell and Mrs. J. Leavens, W. Beukers, Jnr., and H. Aldenkamp, J. G. Reece and P. B. Reece, T. C. Harrison and R. W. Phillips, W. H. G. Jansen and A. A. Lissauer, M. J. Voormolen and B. Knippenburg, W. F. Coenen and J. Butter, R. A. P. Rijke and V. H. Haag, M. Kuipers and H. J. Saul, S. H. Thomas and J. J. H. Murray. **Frazer-Nash**: D. H. Murray and M. P. Skarring. **Healey**: R. V. van Wijk and Mrs. van Wijk-Boelstra.

Jaguar: E. I. Appleyard and Mrs. P. C. Appleyard, J. Bos-Eyssen and P. Bos-Eyssen, W. H. Waring and W. H. Wadham, J. P. Boardman and N. R. Marshman, Ir. H. D. Prins and H. Luiiting, B. G. Smit and E. Groen, J. K. Kuiper and K. Ton. **Jowett Javelin**: J. A. Thoenes and Mrs. M. Thoenes, F. P. Grounds and Mrs. L. E. Grounds, H. R. J. Graaf van Zuylen van Nijevelt and F. M. A. Eschauzier, J. Scheffer and G. J. Willing, R. Nelson Harris. **Kaiser**: R. Murris and R. J. Murris, L. P. Koppens and Ir. W. Fick. **Lancia**: H. A. Herweijer and M. Rademakers, W. R. van Couwelaar and J. B. Erne. **Lincoln**: J. D. Delettrez and A. Harrison, D. G. de Boer and H. Schuurman. **Mercedes-Benz**: K. E. Wits and W. T. Sijthoff, W. A. van Gruythuysen and F. P. Kleinian, H. P. Verkamman van Keulen. **M.G.**: G. F. Roeloffzen and K. T. Bruggencate, A. J. M. van der Lof and M. H. Odink. **Morris**: R. B. J. Slinkert and J. P. Eschauzier, R. M. Menzies and W. G. Watson. **Opel**: B. A. M. Leering and J. Mulder, E. C. Pellens and P. van der Meulen, G. G. W. Timmer and L. Hunse. **Panhard**: D. M. van Hoevelaken. **Peugeot**: M. A. van Beers and G. M. Jansen, Ir. W. H. Visser and J. R. van Pelt, G. Iwema Bakker and W. A. Meurs, J. W. C. van der Vossen and J. C. de Bilt, A. Velu and W. Swier, Jnr. **Renault**: H. P. M. Jonkers and G. S. M. Th. Jonkers, F. J. v.d. Vlugt and J. H. Duinker. **Rover**: Miss C. Sadler and Miss H. N. Dunham, L. J. H. Englebert and I. A. Langestraat. **Riley**: W. Oosten and A. J. Udinga, B. Nijhof and W. van der Willik.

Saab: Mrs. G. Molander and Mrs. H. Lundberg, R. W. Mellde and H. Fahlen. **Simca**: J. P. M. Alsem and J. Notenbook, J. M. Beekman and P. Seegers, H. C. Hoogeveen and G. Voogd, K. S. Barendregt and J. A. van Splunter, W. van Zijll, Jnr., and M. J. P. Biesterveld, W. A. Gerlach and L. A. de Vries, W. C. van Hest and W. J. J. Tak. **Singer**: R. H. Sleigh and R. G. Martin. **Skoda**: C. Harlaar and K. Pijper. **Studebaker**: A. Heuveling and H. T. Lureman. **Sunbeam-Talbot**: A. A. Kouwenberg and A. T. H. van Luyk, H. Kattenburg and J. J. Langelaan, T. Dik and Mrs. L. van Strien, J. van Nieuwenhuyzen and H. A. A. v. d. Laan, W. G. D. Verzijl and S. Jansen, A. C. Ruiter and P. van Malsen, J. H. Kemsley, P. C. E. Harper, and E. Brinkman. **Vauxhall**: P. J. Jetten and L. van Noordwijk. **Volkswagen**: J. C. P. A. J. H. Goden de Beaufort and T. J. Veer, A. M. Leerdam and G. Zwolle, J. L. Boer and V. N. H. Bonga, T. J. Koks and K. de Jong, B. A. J. Wittkampf and W. H. N. Struyck, J. F. Witteveen and W. van Essen, G. Basselaar and C. van Kleef, A. M. Panggabean, J. H. Kuiper and H. Karssen, Jnr., L. Jurgens and A. T. Schuddebeurs, A. Hoogervorst and C. Hoogervorst, L. F. Bornstein and J. S. Cohen.

From Paris:

Alfa Romeo: C. I. de Vries and J. A. Moorman. **Fiat**: L. A. T. Pieters and H. J. Janssens. **Ford**: O. Haberer and T. Scaria. **Panhard**: W. Grosgogeat and P. Biagini. **Peugeot**: T. H. Zwikstra and P. F. Docter, Mme. A. Hammersley and Mlle. G. F. Hammersley, G. C. Reynes and E. F. Lebigre. **Simca**: J. Morin and J. de Lupé. **Talbot**: J. Desreumaux and V. Sneck.

From Basle:

Fiat: M. Damonte and Mlle. L. Calligaro. **Ford**: A. Vock and E. Thomann. **Jaguar**: W. Horning and K. Schneider. **Opel**: Mlle. R. Rampinelli and M. Brunner. **Peugeot**: F. Schligler and J. Serre. **Porsche**: U. Bonaconsa and P. Ebneter. **Renault**: F. Kampf and G. W. Stenger.

From Brussels:

Alfa Romeo: A. Bossetti and E. Guidetti. **Aston Martin**: W. Deutsch. **Austin**: A. L. Thielens and F. Permanne. **Citroen**: P. A. Andersen and K. E. Rasmusen. **Ferrari**: J. A. O. Herzet and L. Bianchi. **Fiat**: P. J. Stasse and J. A. Ickx, J. W. G. Geurts and G. Arntz, C. Marx and C. Niemöller. **Ford**: J. Slow and B. Snel. **H.R.G.**: J. O. Grieve and N. T. Lithgow. **Jaguar**: Dr. R. V. Havard and D. Silverthorne, C. A. A. M. van der Kroon and A. C. van Dongen. **Jowett Javelin**: M. Becquart and H. Ziegler, O. E. Homan and R. S. de Boer. **Lago Talbot**: H. G. Arndt and H. J. te Siepe. **M.G.**: J. P. Valentyn and E. H. Leclercq, L. J. P. M. Hengst and Mrs. M. A. M. Huurdeman. **Panhard**: M. Mascré and P. Maseré. **Peugeot**: J. A. J. Heidendahl. **Porsche**: F. van de Kaart and J. Peron. M. Kuhn and Mammouth. **Renault**: H. F. H. H. Brinkhoff and J. C. Scheer, Mme. G. Sigrand and Mme. L. Renaud. **Rover**: P. A. Vink and J. C. J. Gonthier. **Simca**: K. F. Wallrath and J. P. M. Lodewijks, C. A. Versfeld and M. A. van Kuyk. **Sunbeam-Talbot**: H. B. van Gelderen and A. J. van Veen, L. J. L. F. M. Martin and A. A. J. Pennings. **Volkswagen**: V. P. I. H. Dassen and K. Hertzdahl.

From Hamburg:

Citroen: J. Voigt-Nielsen and R. R. Orum. **Ford Zephyr**: R. Glad and O. H. Schaeffer. **Hotchkiss**: N. B. Lauritzen and P. Thomsen. **Jowett Javelin**: P. K. Jespersen and S. Norgaard. **Mercedes Benz**: H. Gesche and H. Ratien. **Porsche**: W. Engel and H. L. von Hoesch, W. Reinthal and W. Reinthal, M. Elmenhorst and U. Horn, Mrs. M. Melin and Mrs. B. Brandt, A. L. Siunesson and E. Siunesson. **Simca**: M. Carstedt and G. Carstedt. **Volkswagen**: H. Fritzen and Frau G. Fritzen, E. Vidal, H. Rösler and Frau H. Rösler, H. Stenfeld Hensen and N. Buchsbaum, C. A. Johansson and I. Grefsen, A. Stöpler and H. Stöpler, A. de Jager and J. L. Loman.

From Stuttgart:

B.M.W.: Dr. H. Bergermann and Frl. M. Koll. **Citroen**: G. Seibert and A. Bolz. **Ford Taunus**: P. Gierke and W. Scheube, E. v. Regius and J. Springer, G. F. Riedt and G. Isenbügel, S. G. Martinek and A. Ostermann. **Porsche**: K. Zeller, J. Meur and Mlle. R. de Vriese. **Rover**: J. H. Kary and H. Gamringer.

From London:

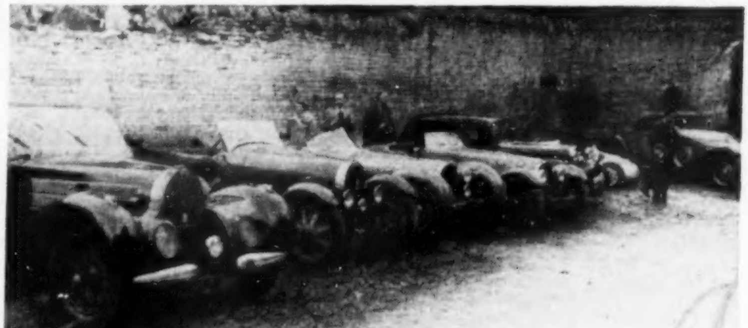
Allard: D. G. Scott and J. H. Cunningham, T. N. Blockley and F. H. Hardman. **Armstrong Siddeley**: S. R. Taylor and H. Palmer. **Aston Martin**: R. R. Nahum and G. H. Smith. **Austin**: G. B. Flewitt and J. E. Bourne, R. F. Ruggles and F. G. Ruggles. **B.M.W.**: W. M. Baxter and J. Gourlay. **Bentley**: A. C. Wates and Mrs. J. Wates. **Frazer-Nash**: H. C. O'Hara Moore and J. A. H. Gott. **H.R.G.**: Sir E. D. W. Verner and G. H. Bowman. **Healey**: H. B. Murphie and C. Edge, J. M. Procter and A. P. Edwards. **Hillman**: D. S. Pott and C. Oldbury.

Jaguar: R. S. Henson and S. T. Lenton, R. D. Mattock and C. A. Christian, E. J. Haddon and G. Howard Sorrell, S. L. Neill and K. G. White, H. Propp and J. L. Kennett, Mrs. L. D. Snow and Mrs. A. Tozzi. **Jowet Javelin**: R. D. Barrack and J. B. G. Campbell, W. G. Pitcher and H. L. Brooke. **M.G.**: R. G. Godsmark and P. L. Worthington, A. Patchett and H. Firth. **Riley**: Mrs. O. I. Johnson and Major W. N. C. Waite, A. Potier-Godinho and Mrs. P. Potier-Godinho, K. D. Fraser and C. A. MacIntyre, N. Buchanan and E. M. Harte, A. P. Warren and T. H. Tannahill, J. G. Hadley and L. G. Browne. **Rover**: R. Frolich and Dr. L. T. Pilkington, S. Rostron and P. Howard. **Sunbeam-Talbot**: J. H. Suter and D. H. Perring, A. G. Payne and J. D. Lampit and J. G. Philips, K. Elliott and Miss N. Elliott, T. A. Boothroyd and A. Parkin, A. J. Tatham and A. B. Shelley.

DRIVERS AT LE MANS

Alfa Romeo 2,954 c.c.: Not yet nominated. **Allard 5,420**: S. H. Allard and P. Fotheringham-Parker, A. Z. Duntov and R. W. Merrick. **Aston Martin 2,920**: R. Parnell and G. Abecassis, P. Collins and G. Duke, E. Thompson and D. Poore. **Austin-Healey 2,660**: M. Becquart and G. Wilkins, Lokett and Foster. **Bristol 1,971**: L. Macklin and J. G. Fairman, T. H. Wisdom and A. G. Whitehead. **Borgward 1,498**: Poch and Mouche, Hartmann and Nathan, Brudes and Schaufele. **Cunningham 5,425**: B. S. Cunningham and W. Spear, C. Moran and C. G. Benett, P. Walters and J. Fitch. **Ferrari 4,100**: A. Ascari and G. Farina, L. Villoresi and M. Hawthorn, Cabianca and Marzotto, L. Chinetti and A. N. Other. **Frazer-Nash 3,435 and 1,971**: K. Wharton and H. A. Mitchell, F. R. Gerard and D. H. Murray. **Gordini 2,981 and 2,261**: Not yet nominated. **Lancia 2,920**: Not yet nominated. **Jaguar 3,442**: P. Whitehead and I. Stewart, S. Moss and P. D. Walker, A. P. R. Rolt and J. D. Hamilton, J. Swaters and C. de Tornaco. **Nash-Healey 4,138**: P. Veyron and Y. Giraud-Cabantous, L. Johnson and B. Hadley. **Osca 1,342 and 1,092**: Not yet nominated. **Panhard 851**: Not yet nominated. Plantivaux and Biaggini; **745 c.c.**: Gignoux and Azema, R. Bonnet and A. Moynet; **612 c.c.**: E. Dussous and P. Flahault, P. Chancel and R. Chancel, P. Hemard and A. Guerné. **Pegaso 2,472**: Metternich and Jover, J. Palaccio and Cardona. **Porsche 1,488**: Von Hanstein and Glockler, Brondel and Polensky; **1,090 c.c.**: Olivier and A. N. Other, Veuillet and Muller. **Renault 747**: Lecat and Senfftleben, remainder not yet nominated. **Talbot 4,483**: P. Levegh and Pozzi, L. Rosier and Pagnibon, G. Mairesse and Vincent, A. Morel and A. Chambas.

BUGATTI "AT HOME"



Bugattis head an impressive line at the Bugatti O.C. Opening Rally.

WHETHER the Bugatti Owners' Club were inspired by the recent Scouts "Bob a Job" campaign one does not know—but their "half-crown a run" idea was an unqualified success.

The club used the weekend of April 11 and 12 for an opening rally for members at Prescott, with a *concours* on Sunday afternoon, and members could have timed practice runs on the hill in sports or racing cars on those days on paying 2s 6d for insurance and 2s 6d for each run up to £1; after this all runs were free.

Seventy-six cars entered for the hill-climb, ranging from home-made specials to several DB2s and Bristol saloons. There were a good number of Bugattis and 500s.

Saturday was quite fine but Sunday produced plenty of rain; not enough, however, to interfere with the magnificent organization which, as usual, was completely devoid of any red tape or officiousness.

At 4 o'clock on Sunday the hill-climbs stopped, and everyone went up to the house at the top of the hill for the *concours*. As so many of the cars were in almost Salon condition the judging was an unenviable and almost superfluous task.

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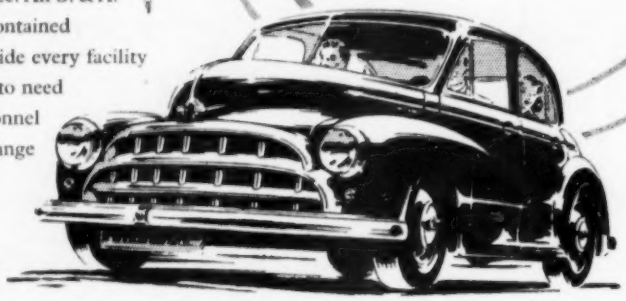

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A scene in the recent Pau G.P., with Farina and Hawthorn in Ferraris leading from Behra's Gordini, while Ascari (the eventual winner) runs wide in his Ferrari. (Inset) After the race : Ascari, Harry Schell and Mike Hawthorn, who finished first, third and second respectively.

THE SPORT

by

J. A. Cooper

ALTHOUGH it is as yet very early in the season, it is already possible to hazard a guess as to the probable fortunes of war in the field of Grand Prix racing. Ferrari, for instance, scored a decisive victory at Pau on Easter Monday; admittedly, at Syracuse, they had already suffered a surprising defeat, but there was no question even there that they had easily the fastest cars in the race; it was only a question of making them reliable, and that has no doubt already been seen to by the Modena technicians. Gordini proved unable to hold the Ferraris, on the short and twisty circuit at Pau; road-holding seems to be the fault there, especially the problem of rear-wheel adhesion (the Gordinis still employ a live rear axle, with its attendant disadvantage of high unsprung weight) and it may be that, on the faster courses, the tables might be turned, as happened last year at Rheims; but for the majority of races I would still bet on the Ferraris.

The Maserati concern is producing a new model, using the same engine which proved powerful enough to hold the Ferraris at the end of last season; but whether or not the rest of the car will be a match for the Ferraris remains to be seen. Another unresolved question is the relative performance of the latest Connaught, with fuel injection, and its Italian rivals; fuel consumption may prove to be a factor to be reckoned with in that connection, especially in the longer races. One thing, however, can be said; although Ferrari may still have the edge on his opponents, there is nothing magical about his cars and the margin of superiority is certainly not large enough to permit of complacency in Modena. The present formula 2 Ferrari weighs about 13¼ cwt dry, and the engine delivers a genuine 180 b.h.p.; even the latter figure, though more difficult to beat than the former, is by no means impossible.

As far as sports car racing is concerned, the position is far more obscure. The Mille Miglia, to be run in Italy next weekend, will be something of a pointer; but the latest Jaguars will not be ready to race before Le Mans, and the same thing probably applies to Lancias. Incidentally, a 2½-litre Lancia has appeared in both the Tour of Sicily and a recent French colonial event; but the Le Mans cars will have 3-litre engines, which are probably completely new.

IN the Tour of Sicily, run last Sunday for sports and touring cars over a 672-mile course, the main interest centred on the struggle between Villoresi, driving a 4.1-litre Ferrari, and Taruffi, in one of the latest sports-racing Lancias of 2.5-litre capacity. Unfortunately the latter fell out after half distance with mechanical troubles, and Villoresi went on to win without difficulty from the second similar Lancia driven by Valenzano.

RESULT (race distance 672 miles)

1, Ferrari 4,100 (L. Villoresi), 10h 59m 30.2s, 61.06 m.p.h.; 2, Lancia 2,500 (P. Valenzano), 11h 15m 19s; 3, Alfa Romeo 1,900 (P. Carini), 11h 27m 25s; 4, Lancia 2,000 (Piodi); 5, Alfa Romeo 1,900 (Palmieri); 6, Alfa Romeo 1,900 (Musmeci); 7, Ferrari 2,700 (Bordonaro); 8, Ferrari 2,000 (Musitelli); 9, Fiat 1,900 (Capelli); 10, Lancia 2,000 (Anselmi).

THE sports car races held at Montlhéry last Sunday resulted in a victory in the production division for an Aston Martin DB2 driven by Sparken. The out-and-out sports car class saw a terrific struggle between a 2.3-litre Gordini driven by Bordoni and Pagnibon's 2.7-litre Ferrari, the former winning by a mere 3 seconds after nearly 80 miles.

THIS year's Rallye Soleil was as eventful as ever, and the British contingent did well. The best performance in the rally was put up by the hot favourite, Pagnibon, in his 2.7-litre Ferrari. Second and third in his class, that for sports cars over 2 litres, came the Jaguar XK120s of D. O'M. Taylor and D. C. T. Bennett; H. C. O'Hara Moore's Frazer-Nash was third in the 2-litre sports class, and Drewett and Hammond, in a Bristol 401, scored a convincing victory over a Lancia Aurelia and a Fiat 1900 in the 2-litre touring class. The unlimited touring class went to a Belgian-entered Jaguar Mark VII saloon, driven by M. Thirion.

ONCE more the time comes near for the Lancashire A.C. Morecambe Rally, which this year is entitled the Coronation Year Morecambe National Rally. As its name implies, it is an event carrying a national permit, which means that any holder of a British competition licence is eligible to compete, irrespective of club memberships. It is scheduled to take place on Friday to Sunday, May 15 to 17; on Friday there will be a road section of about 260 miles, including a hill test and followed by an arrival test at Morecambe. On Saturday there is another road section round the Lake District and approximately 120 miles in length, together with a series of driving tests on the West End promenade at Morecambe; in the evening comes the Rally Ball. Sunday is devoted to the *concours d'élégance* and the prize-giving. There are seven starting points (Birmingham, Glasgow, Leeds, Bristol, London, Manchester and Morecambe), with the addition of a start from Whalley, Lancashire, on Friday evening.

Cars will be divided into three groups: (a) standard production sports, (b) standard production touring, (c) specials and supercharged cars; groups (a) and (b) will be subdivided into three capacity classes (1,300 c.c., 1,301-2,600 c.c., over 2,600 c.c.). Regulations now available; entries close April 20. All enquiries to Rally Office, Lancashire A.C., County Bank Chambers, New Market Street, Blackburn, Lancashire.

THE SPORT . . . . . continued

ALSO on Sunday, May 17, comes the first Prescott hill-climb meeting of the season, organized by the Bugatti O.C. There are classes for sports cars (including a handicap class for sports and production cars), while racing cars are divided into formula 1, formula 2 and *formule libre* (all with four or more cylinders), formula 3, and a class for cars of over 500 c.c. capacity with two or three cylinders. There is also a special handicap class for Bugatti cars. In the formula 3 category there is now a special Championship Challenge Cup and cash award for the driver putting up the fastest aggregate time at this meeting and in the international meeting on September 20 next. Practising will take place on the Saturday, but a special Sunday morning practice period may be arranged for those genuinely unable to get there before then; to take advantage of this, however, application must be made in writing at least seven days before the meeting. Entries close on Tuesday, April 28; regulations available from the secretary of the meeting, Wing Cdr. C. P. Osmond, Bobbington Hall, Bobbington, near Stourbridge, Worcestershire, telephone Bobbington 218. Intending spectators should note that the first climb will be at 11 a.m.; admission 6s, car park 5s, motor cycles 2s 6d.

THIS weekend is a busy one by any standards, and will no doubt be the first of many such in this crowded year of sport. Tomorrow there are two race meetings, at Ibsley and Snetterton; the first of these, run by the West Hants and Dorset C.C., has a total entry of 136 cars. Most of these are sports cars, including Oscar Moore's H.W.M.-Jaguar, Mitchell's Frazer-Nash, Goodhew's Darracq and two *Ecurie Ecosse* Jaguars: the Scottish stable is also represented by a Connaught and a Cooper-Bristol in the *formule libre* event. There are 37 entries in the formula 3 class, so that the heats and final of this race should be hotly contested.

In the Aston Martin O.C. meeting at Snetterton, the entry list contains almost 100 different cars; the sports category includes Cliff Davis' Cooper-M.G. and Tojeiro, Salvadori and Tony Crook with Frazer-Nashes, Howarth's Jaguar and, of course, a variety of Aston Martins, among many fast cars. Among the entrants are Gerard's Cooper-Bristol (and Cooper-Norton), the Whiteheads, Peter and Graham, with the Cooper-Alta and E.R.A., Peter Walker's Cooper-E.R.A. (now modified and handling well in addition to possessing a great deal of power), Hamilton in the Lago Talbot, and so forth.

The London M.C. Little Rally, also taking place tomorrow, has finished up with a terrific entry of nearly 250 cars. Then there are quite a few more events, including the Lancashire and Cheshire C.C. Derbyshire Sporting Trial on Sunday; all in all, plenty to satisfy every taste.

TWO West Country motoring clubs, the Plymouth M.C. and Cornwall Vintage C.C., are combining their energies to organize a closed invitation race meeting on Whit Monday, May 25. The circuit to be used is at Davidstow aerodrome, near Launceston, Cornwall, and the programme caters for formula 3 racing cars and sports cars. This is a brave venture, for the course is tucked well away, but the clubs think quite rightly that real motor racing has been absent from this corner of England for too long. The Whit Monday meeting, it is hoped, will blaze the way for bigger and better events. Another pocket handkerchief venue, the circuit measures 1.9 miles to the lap, and includes two straights, several fairly fast bends and one hairpin. Drivers interested in competing are asked to write to W. Roseveare, Sherwell House, Plymouth, Devon.

NEWS from Scotland; unfortunately, this year there will be no racing at the pleasant little Turnberry circuit, with the exception of two members-only meetings to which the public will not be admitted. This is a pity, but apparently it can't be helped. The previous meetings have not been money-makers, and the Scottish Sporting C.C. has been involved in a good deal of expense for track repairs; but despite this the local authorities insist on increasing the assessment on the circuit if it is to be used for spectator-paying events. Incidentally, the new chairman of the S.S.C.C. is W. P. S. Melville, with Dr. J. Hendry as vice-chairman. Robert Balfour and Alex Bennie have been appointed as directors for one year, and will act as trials and social convenors respectively.

THE eleventh in the series of Scottish Rallies, which is scheduled for Whit weekend (May 25 to May 28) and bears the title of Coronation Scottish Rally, holds an international permit and should be an excellent event. It is organized by the R.S.A.C., and the road section measures approximately 1,000 miles. This is divided into four daily stages; no night sections are included, the start and finish are at Glasgow, and overnight stops will be made at the Gleneagles Hotel, Perthshire. Any unsupercharged car is eligible; there will be classes for open and closed cars in each of the following capacity divisions: up to 1,500 c.c., 1,501 to 2,500 c.c., over 2,500 c.c. Final awards will be made in each class; there will also be ladies' prizes for both open and closed categories, a team prize, and sundry other awards. All enquiries to A. K. Stevenson, R.S.A.C., Blythswood Square, Glasgow; entries close on May 5.

THE B.A.R.C. has just published its first Year Book, which contains in its 184 pages a full history of the club, the story of Goodwood (and full racing results of all its meetings since it began in 1948), potted biographies of many drivers, diagrams of many British and Continental circuits, and a mass of other interesting information. It costs 5s from all booksellers or the B.A.R.C., 55, Park Lane, London, W.1 (by post 5s 2½d).

SOMEHOW, an error seems to have crept into the results printed last week for the Brands Hatch meeting on Easter Monday. The correct result of the Easter Twenty-Five race should have read: 1, Kieft (D. Parker), 68.25 m.p.h.; 2, Cooper (S. Lewis-Evans); 3, Cooper (R. Nuckey), instead of the same three drivers in a different order. So that was yet another victory for Don Parker; in the course of his crowded Easter tour of three race meetings (Brough, Castle Combe and Brands Hatch), he ran in ten races and was placed ten times, never finishing lower down the list than third!

COMING SHORTLY

APRIL 17.—Thames Estuary A.C. Spring dance, Queen's Hotel, Westcliff-on-Sea, Essex, 8 p.m.
17.—Alvis O.C. (Midland). Noggin and natter, White Horse Hotel, Congreve Street, Birmingham, 8 p.m.
18.—London M.C. Little Rally, Aerodrome Hotel, Croydon, Surrey, 8 a.m.
18.—West Hants and Dorset C.C. Ibsley race meeting, Ibsley, near Ringwood, Hampshire, 1 p.m.
18.—Aston Martin O.C. Spring race meeting, Snetterton, near Thetford, Norfolk, 11 a.m.
18-19.—Vintage S.C.C. Bawtry driving tests and Blubberhouses trial, Bircotes aerodrome, near Bawtry, Yorkshire.
18-19.—Sunbeam-Talbot O.C. Southport motor rally and concours d'élégance, arriving Marine Drive, Southport, Lancashire, 3 p.m. for driving tests.
18-19.—M.G. Car Club (Midland). Welsh Rally, Roebuck Lane, West Bromwich, Staffordshire.
18-19.—Sporting Owner D.C. Sunset Trial, London Gliding Club Headquarters, Dunstable, Bedfordshire, 7 p.m.
19.—Marseilles G.P., France.
19.—San Remo Ladies Rally, Italy.
19.—Cemian M.C. Social run, Comet Hotel, Hatfield, Hertfordshire, 2.15 p.m.
19.—Lancashire and Cheshire C.C. Derbyshire Sporting Trial, Bull i' th' Thorn Hotel, Hurdlow, near Buxton, Derbyshire, 12 noon.
19.—Harrow C.C. Social run, Station Garage, Denham Green, Buckinghamshire, 2 p.m.
19.—Coventry and Warwickshire M.C. T.G. John Cup Trial.
22.—W.O. Club. Social evening, Man-at-Arms, Bitteswell, Leicestershire, 7.30 p.m.
24.—London M.C. Visit to police driving school, Hendon, Middlesex, 7 p.m.
24-25.—Isle of Wight C.C. Isle of Wight Car Rally, Car Park, Old Village, Shanklin, 10.31 p.m.
25.—Bristol M.C. and L.C.C. Race meeting, Castle Combe, Chippenham, Wiltshire, 1 p.m.
25.—Hants and Berks M.C. Versatility Trial, Ibsley, near Ringwood, Hampshire, 9.30 a.m.
25-26.—Stockport M.C. Blackpool Rally, starting Stockport, Blackpool, Sheffield.
25-26.—Pathfinders and Derby M.C. Midlands Rally and concours d'élégance; to Scarborough.
25-26.—Rhyl and D. M.C. North Wales Rally, starting Rhyl and Chester.
26.—Southern Jowett C.C. Driving tests, Gustardwood, near Wheathampstead, Hertfordshire.
26.—W.O. Club. Picnic tea, Bowleaze Cove, near Weymouth, Dorset, 4 p.m., followed by social evening, Gloucester Hotel, Esplanade, Weymouth.
26.—Newcastle and D. M.C. Jesmond Vase trial, Benwell House Hotel, Newcastle-on-Tyne, 2 p.m.
26.—Alvis Register. Abingdon Rally, Esso House, Newbury-Abingdon road, near Abingdon, Berkshire, 11 a.m.
26.—Thames Estuary A.C. Driving tests, Wormingford aerodrome, Essex, 11.30 a.m.
26.—Lloyd's M.C. Spring rally, Sevenoaks, Kent.

CLUB NEWS

Isle of Wight C.C.—This year, the Isle of Wight Car Rally is not venturing outside its island resort. Competitors will start from the Old Village, Shanklin, at 10.30 p.m. on Friday, April 24, and cover 200 miles by breakfast time the following morning. Saturday morning will be spent on the eliminating tests to sort out the entry, and a *concours d'élégance* at Ryde graces the afternoon. In the evening a farewell dance will be held at the Ryde Castle Hotel, Ryde. Invited clubs: B.A.R.C., Taunton, Southsea, W.H. and Dorset, M.C.C., London, Gosport.

Vintage S.C.C.—The Silverstone season has started again, and regulations are out for the Vintage meeting at this venue, on May 2. Principal event of the day is the 10-lap scratch race for the 1908 G.P. Itala Cup. There are also eight scratch and handicap races, and a one-hour high-speed trial. The meeting is open to members and friends as spectators. The speed trial caters for Vintage sports cars divided into the following classes: up to 1,100 c.c., 1,101 to 2,000 c.c., 2,001 to 3,000 c.c., and over 3,000 c.c. Other events are open to Vintage, thoroughbred, and historic racing cars; the Itala Trophy race is specifically for Vintage racing cars. Marshals are urgently required, and those able to assist are asked to write to George Grigs, 72, Redcliffe Gardens, London, S.W.10.

Eastern Counties M.C.—A severe test of both drivers and navigators, the route of the Coronation Felixstowe Rally (May 22-23) lies on metalled roads through the eastern counties, with a high-speed touring test at Snetterton circuit. Start is from the Cavendish Hotel, Felixstowe, Suffolk, at 11 p.m. Total distance to be covered is 350 miles; there are some driving tests en route, with the remainder at Felixstowe at the end of the road section. There is a compulsory one-hour breakfast stop, and on the Sunday, May 24, a *concours d'élégance* will round the weekend off nicely; among the prizes is a special award for rally competitors. Competing cars will be grouped in classes as follows: up to 1,500 c.c., 1,501 to 3,000 c.c., over 3,000 c.c., open and closed. Invited clubs: B.A.R.C., Chiltern, East Anglian, M.G., Sporting C.C. of Norfolk, Thames Estuary, West Essex C.C. (Entries close May 8, late entries until May 15; H. F. Murland, 28a, Church Street, Woodbridge, Suffolk.)

The *concours* caters for Edwardian, veteran and vintage cars, together with all the more recent and modern models; there is even a special class for cars owned and entered by members of the U.S. forces.

Doncaster M.C.—Entrants in the All Fools' Trial, on April 1, tackled a mixture of navigational and treasure-hunting problems; the hunt lasted for 35 miles, and hazards included rowing over the River Don in an ex-R.A.F. rubber dinghy, looking for a marshal up a tree, scaling a quarry face to find a message, and tracing a winking light seen from a point on the Great North Road. First three were: 1, Rover (J. D. Jopling); 2, Buckler (H. Holder); 3, Riley (S. Bassett). It was a joint event, Sheffield and Hallamshire members being included in the entry. The latter club has returned the invitation, to a treasure hunt on April 18.

Aston Martin O.C.—The a.g.m. will be held on May 16, at the R.A.C., Pall Mall, London, S.W.1, at 7 p.m.

Veteran C.C.—Another Veteran activity is the Yeovil Rally, on Saturday, May 2. The event will be run in two parts: rally to the paddocks behind Hendford Manor, Hendford, Yeovil; and a timed trial from Yeovil to the gardens of Stourhead House, near Mere, Wiltshire. Secretary of the meeting is H. R. Timmis, The Combe, West Park, Yeovil.

Alvis Register.—The combined Alvis-Humber meeting near Abingdon on Sunday, April 26, should be an interesting event. The entry list is full to capacity, and those wishing to spectate may obtain screen labels on application to N. H. Johnson, 399, Ley Street, Ilford, Essex. The rally, which consists of a series of driving tests, has as its headquarters Esso House, which lies on the main Newbury-Abingdon road (A34), four miles out of Abingdon. Start is at 11 a.m.

The Hartley Wintney meet is being held on May 16, when members and friends are invited to noggin and natter at the Phœnix Hotel, Hartley Wintney, Hampshire, from 6 p.m.

Lloyd's M.C.—Members of the Cemian, Lancia, and Seven-Fifty clubs are invited to compete in the second Spring Rally and driving tests, to be run in the Sevenoaks area, on April 26. Secretary of the meeting is R. H. Jones, Pocono, Weybridge Park, Surrey. (Entries close April 20.)

Bentley D.C.—The annual general meeting will be held on Saturday, April 25, in the conference room of the Star and Garter Hotel, Richmond Hill, Richmond, Surrey. Tea and a film show follow the meeting.

Newcastle and D. M.C.—The Jesmond Vase Trial will be run on April 26, starting at the Benwell House Hotel, Newcastle-upon-Tyne, at 2 p.m. The course covers about 100 miles, and is interspersed with time checks and a number of tests. (Entries close April 21; R. B. Horn, 3, Westwood Road, Brunton Park, Newcastle, 3.)

W.O. Club.—A social evening will be held at the Man-at-Arms, Bitteswell, Leicestershire, on Wednesday evening, April 22, starting at 7.30 p.m. The following Sunday (April 26), southern members are invited to meet for a picnic tea, at Bowleaze Cove, near Weymouth, Dorset, at 4 p.m. A social evening follows at the Gloucester Hotel, Esplanade, Weymouth, Dorset.

N. London Enthusiasts C.C.—There are various degrees of hilarity, but that reached at the quiz competition at the Rest Hotel, Kenton, Middlesex, on Friday evening, March 20, was probably the limit where quiz competitions are concerned. The N.L.E.C.C. were talking on home ground; opposing team was the Herts County A. and A.C. At the end of six rounds, it was a dead heat and a further round failed to decide the winner; finally each side thought up a question for the other—and that was that. The Herts club was outwitted by one mark. When one "brain" answered that Freeman, Hardy and Willis were the three drivers of the Austins in the 1908 G.P., the question master had to use his hammer, but there were no major incidents.

B.A.R.C. (Yorkshire Centre).—The Scarborough Weekend (April 25-26) incorporates two annual events, the Scarborough Rally—suitable for all types of car—and the Wilson Trophy Sporting Trial, which, as its name suggests, is a specials-only event. After a 100-mile road section, interspersed with time checks and tests, the rally cars arrive at Scarborough at 4 p.m. on Saturday for a series of driving tests. Entry is divided into open and closed classes, with subdivisions for long and short wheelbase cars; classes also cater for specials and high-performance cars.

Starting from the Mallyan Spout Hotel, Goathland, near Whitby, Yorkshire, at 1 p.m. on Sunday, April 26, entrants in the Wilson Trophy Trial run in two classes only: 1949, and 1953 trials formula cars. The course, covering 50 miles, is fully sporting. Invited clubs for both events: B.A.R.C., Yorkshire, Bridlington and District, Darlington and District, Lancashire A.C., Lancashire and Cheshire, N. Midland, Sheffield and Hallamshire. (Entries close April 21; M. S. Wilson, Silver Royd House, Leeds, 12.)

Sunbeam-Talbot O.C.—The Southport Motor Rally and *concours d'élégance* this weekend (April 18-19) is a grand get-together for Sunbeam-Talbot drivers. From twelve different starting points, the 200-mile course is of a touring nature; all routes converge on Leicester after about 130 miles of motoring, and from Leicester to Southport everyone follows the same route. There are the usual eliminating tests on the Marine Drive at Southport from 3 to 5 p.m., and a regularity test in Southport coach park. On Sunday morning the *concours* cars will be judged on the Promenade, from 10.30 a.m.

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1952 HILLMAN Minx saloon, colour black/red leather upholstery. Radio. Heater. Nylon seat covers ... 8,700 mls.

1951 JOWETT Javelin saloon de Luxe colour maroon/beige leather upholstery. Radio fitted ... 11,000 mls.

1951 MORRIS Minor saloon colour blue/beige leather upholstery ... 9,000 mls.

1953 VAUXHALL Wyvern saloon, colour black brown leather upholstery ... 100 mls.

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1952 RILEY 1½-litre saloon, black/green leather, 3,000 miles, one owner, as as new example of one of these rare models £1,175
1951 RILEY 2½-litre saloon, black/brown leather, 12,000 miles, one owner, immaculate condition £1,095
1952 ALLARD drop head coupe, latest M2X model, 1,000 miles, current list price £1,790. Offered at the very attractive figure of £1,150
1950 CITROËN Light 15 saloon, black/red leather, 22,000 miles, in immaculate condition throughout £695
1949 A.C. 2-litre saloon, metallic grey, reconditioned engine not yet run in £750
1951 HUMBER Super Snipe, heater and radio, screen washer, immaculate condition £885
1949 HUMBER Super Snipe saloon, radio and heater, really first class condition throughout £595
1948 STANDARD 8 drophead coupe, 10,000 miles, believed genuine, one owner, original tyres £395
1951 (Nov.) AUSTIN A.90 Atlantic saloon, 4,000 miles, excellent condition £775
1950 AUSTIN A.40 saloon, radio and heater, 20,000 miles, immaculate £595
1949 M.G. T.C. red/red leather, one owner, radio, exceptional fine example £515
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IN BRIEF

The sale of Naylor paints and finishes has been taken over by Imperial Chemical Industries, Ltd., Wexham Road, Slough, Buckinghamshire, on behalf of the Rawlplug Paint Co.

Mr. A. F. Button has been appointed assistant general manager of the Wayne V. Myers Co., Ltd. (Redex). Mr. W. J. Holloway, home sales manager, has taken on the additional duties of competitions manager.

A new addition to the popular series of Castrol lubrication wall charts is now available to owners of the new Austin A.30. These charts are available free on request to C. C. Wakefield and Co., Ltd., Grosvenor Street, London, W.1.

Mr. W. F. Saxton, M.B.E., who joined the company's aero engine design staff in 1924, has been appointed general manager of Armstrong Siddeley Motors, Ltd. During the war, Mr. Saxton was quality manager of the dispersal factories and

Mr. W. F. Saxton, M.B.E.

became chief engineer in 1945; he was made a director of the company in 1948 and became works and technical director in 1950. He is president of the company's apprentice association and for many years he played rugby for Coventry City.

K.J. Motors, Ltd., 137-149, Widmore Road, Bromley, Kent, are holding a special Jaguar show until April 25; from April 20 a Jaguar service week will be incorporated. Among the special exhibits will be the record-breaking XK120 that was shown on a piece of banking at the London Show last year.

A useful bearing conversion list has been produced by Claude Rye Bearings, Ltd., 895, Fulham Road, London, S.W.6. Giving particulars of popular bearings in both metric and inch sizes, together with the code numbers by which the bearings are identified in the lists of the leading manufacturers, this list is available free, on request.

A comprehensive, well-illustrated and well-produced catalogue gives details of all the tools manufactured by Abingdon King Dick, Ltd. In addition to listing and illustrating all the tools produced by this firm, useful information is included on the new hexagon nut and bolt sizes; the various spanner standards, too, are listed. Copies may be obtained on request to Abingdon King Dick, Ltd., Tyseley, Birmingham.

The open championship of the Leicester Brass Band Festival on Easter Monday was won by the Ferodo works band.

Dr. J. H. Nelson, chief lighting engineer of Joseph Lucas, Ltd., addressed a conference of 300 motor agents and traders at the Grand Hotel, Eastbourne, on April 14. His subject was recent developments in car lighting equipment.

Mr. R. E. Chisnall has been appointed sales representative of Pirelli, Ltd. for part of Gloucestershire, Somersetshire, and Wiltshire.

G.D.L. Products, Ltd., makers of engine starting and battery charging equipment, have moved to Sunley's Island, Great West Road, Brentford, Middlesex. The telephone number is Ealing 6023.

The Firestone district manager at Liverpool, Mr. E. O'Hanlon, will retire at the end of April. Mr. W. H. Evans is his successor.

Prices of all Newton hydraulic suspension control units have been reduced. A specimen reduction is that for the standard unit, which is reduced from £3 to £2 10s; the reconditioned exchange unit is reduced from £1 15s to £1 10s.

Regent service weeks, commencing on April 20, will be held by the following firms: W. H. Mason, Ltd., 39-41, Midland Road, Wellingborough, Northamptonshire; Woodland's Service Station, Ystalyfera, Glamorgan; Nortons (Newport), Ltd., Newport, Monmouthshire.

The directors of Jaguar Cars Ltd. have recommended payment of a dividend of 20 per cent less tax at 9s 6d on the ordinary share capital of the company in respect of the year ended July 31, 1952. The profit for the year to July 31; 1952, after making proper provision for maintenance, depreciation and contingencies, was £396,519 (previous year £335,527), which, after deduction of the United Kingdom taxation of £240,503 (previous year £186,022), left a net profit of £156,016 (previous year £149,505). The annual general meeting will take place on April 30.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16615. 1932 Standard Little Nine.
"F.A.B."—All possible information and a handbook.

No. 16616. 1934 Talbot 65.
"A.R.C."—General information, wiring diagram and a handbook.

No. 16617. 1938 Opel Olympia.
"R.A.M.W."—All possible information and a handbook.

No. 16618. 1939 Sunbeam-Talbot Ten.
"T.D."—Performance details, maintenance hints and a handbook.

No. 16619. 1936 10 h.p. B.S.A. Scout.
"W.C."—Maintenance hints, all possible information and a handbook.

No. 16620. 1936-37 12 h.p. Sunbeam Dawn.
"J P."—All possible information and a handbook.

No. 16621. Handbooks Required.
"R.F."—1936 10.8 h.p. Triumph Gloria.
"R.W."—1930 Triumph Super Seven service manual.
"J.P." —1938 Vauxhall Ten.
"D.W.C."—1935-36 Wolseley New Fourteen.
"R.D.T."—1934 Morris Ten.
"W.J.R."—1933 Austin Seven workshop manual.
"G.W.D."—1948 30 h.p. V8 Ford Pilot service manual.
"G.P."—1938 Singer Nine.
"R.F.M."—1929 Singer Eight.

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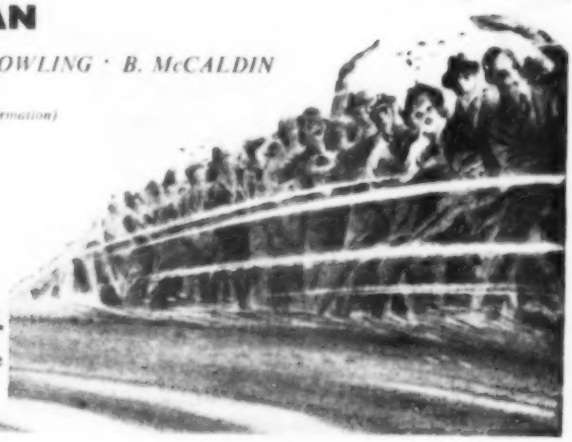

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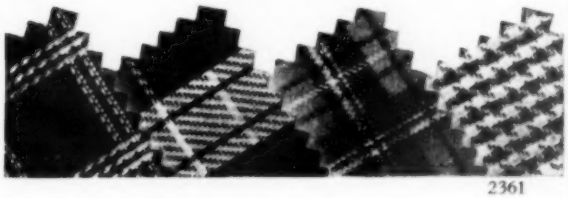

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The Autocar

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

A.C.

ACRES offer:—

1949 A.C. 2-litre saloon, finished in black with brown leather, complete with seat covers and many extras, speedometer reading 23,000, undoubtedly genuine, beautifully kept and maintained by extremely careful A.C. enthusiast; this car must be seen and driven to be really appreciated and must be a bargain at £725.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

B. J. HUNTER, Ltd., offer:—

1949 A.C. 16hp saloon, fitted heater, cost £1,600, unrepeatable at £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

GUY SALMON AUTOMOBILES offer:—

1949 A.C. 2-litre saloon, metallic grey, reconditioned engine not yet run in; £750.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1933 A.C. drop head coupe, exceptional condition, £250 overhaul recently.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

1938 2-litre super sports 2-seater, fitted completely rebuilt 80 b.h.p. engine, all weather equipment, colossal performance; £350.—Alton Garage (Bayswater), Ltd., 17-19, Brook Mews North, Paddington, W.2. Pad. 5952. [C1007

A.C. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED immediately, good A.C. pre- and post-war.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

H. F. EDWARDS urgently require good A.C. for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2005

ADLER

1939 Adler 9 saloon, 40mpg, excellent condition; £185, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C5059

Alfa-Romeo Cars Wanted

BARTLETT.—Alfa-Romeo Specialists, 27a, Pembridge Villas, W.11. [W1013

PERFORMANCE CARS urgently require Alfa-Romeos.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CARR BROS. GARAGES, West End Depot (21, Soho Sq., W.1). Ger. 6678/9, is keenly interested.—Call, write or 'phone. [W1041

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520 [0124/R

ALLARD

B. J. HUNTER, Ltd., offer:—

1951 Allard saloon, low mileage, exceptional condition, fitted heater; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

GUY SALMON AUTOMOBILES offer:—

1952 Allard drop head coupe, 1,000 miles, current list price; £1,790, offered at the very attractive figure of £1,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

RICHARDS & CARR, always best value.

1948 (September) drop head, second, engine, new hood, good tyres, excellent example; £475.

P1 saloon, 14,000 miles, black, spotless; £675.

35, Kinnerton Rd., Wilton Place, London, S.W.1. Sloane 5424. [C5045

1953 unregistered (shop soiled) Allard saloon, current model, grey/red leather, list £1,712; opportunity at £1,250.

CENTRAL MOTOR Co., Ltd., main Ford dealers and Allard distributors, Leicester, 41, London Rd., Leicester 20294. [1742

SALES & WANTS

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MOTORISTS!

ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE

See page 83

ALLARD

DAGENHAM MOTORS, Ltd., offer the following car:

NEW Allard J.2 (shop soiled), red, £995.

56, Park Lane, W.1. Regent 4866; 574, Ealing Rd., Alperton, Middx. Perivale 3588, and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

ALLARD 1948 4-seater tourer, 25,000 miles, blue, one owner, excellent condition; £575.—Beckettwell 40586, Matthews, 569, Burton Rd., Littleover, Derby. [1653

£650—1951 Allard saloon, low mileage, kept in new condition; terms or exchanges.—O. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2051

£395!!!—1948 (late registration) Allard 4-seater, original finish in maroon with leather upholstery to tone, good history, one change of ownership only since new, good mechanically and well shod.

£695!!!—Immaculate 1951 Allard sports saloon, negligible mileage and almost as new in every respect. 74

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 6 p.m. Write for catalogue. [C1055

£595!!!—Magnificent Allard sports saloon, prototype of current model, late 1950 but literally looks and runs like brand new, late owner enthusiast who lavished every care and attention on this vehicle, extras include heater, windscreen washer, etc. Don't miss this one! 3 months' guarantee; hire purchase exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

Allard Cars Wanted

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

J2 wanted for cash.—Valentine 2098 or 4674. [W2018

ALLARD in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

BARTLETT will pay more for Allard cars.—27a, Pembridge Villas, W.11. [W1013

CHILTERN CARS require J.2 and J.2X 2-seaters and foursome drop head coupes.—Ilsa, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

RICHARDS & CARR, the best Allard buyers.—55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3049

ALVIS

L. F. WARD, Ltd.

1953 3-litre Alvis 2/3-seater, 200 miles only, first registered 2.3.53, car as new; £1,450.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4045

B. J. HUNTER, Ltd., offer:—

1949 Alvis 14 saloon, most attractive car; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

CHARLES FOLLETT, Ltd., offer:—

1938 Alvis 12/70 2-door special tourer by Whittingham & Mitchell, green, outstanding condition; this car is offered as it stands; offers required.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

GUY SALMON AUTOMOBILES offer:—

1951 Alvis 3-litre saloon, black/brown leather, 15,000 miles, one owner, in immaculate condition throughout; £1,275.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1953 Alvis 3-litre 2-seater, 600 miles only; £1,465.

GORDON CARS (LONDON), Ltd., Gordon House, 575, Euston Rd., N.W.1. Rus. 6611. [C2025

PERFORMANCE CARS.—Good selection always available; written guarantee—See under "Sports Cars." [C594

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

BROOKLANDS, Alvis distributors.—New 3-litre.

1953 Alvis sports 2-str., 250 miles.

1951 Alvis 3-litre saloon, radio, heater.

1950 Alvis 14hp sports 2-seater, extras.

ALVIS cars examined, approved by distributors.

BUY or sell your car.

103 New Bond St., London, W.1. Mayfair 8551-6. [C1029

CASS'S MOTOR MART.—1949 Alvis 14/70 drop head coupe, 15,000 miles, one owner, written guarantee.—5, Warren St., W.1. Euston 3525. [C1040

ALVIS 3-litre (Aug.) 1951, black, with red leather, speedo 20,000, tax December, unmarked; £1,250; guaranteed by Caffyns, Ltd., King St., East Grinstead 717. [1569

1939 Alvis Speed 25 sports saloon car, in first-class condition, completely overhauled and sprayed 18 months ago, owner driven; price £450.—Box 6621. [1817

AN extremely nice and original 1939 Alvis 12/70 sports saloon; unrepeatable at £350; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8694. [C3059

1948 (Aug.) Alvis 14 standard coupe, maroon, ex-works car twin carb. engine, very good condition.—Galt, Ltd., Alvis Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [1747

£465.—1940 Alvis 12/70 saloon, black, brown hide, small mileage, magnificent condition; rare opportunity.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288 or Euston 7811. [C4011

1950 model (Nov., 1949) Alvis 14 saloon, maroon, red leather, heater, excellent condition, 22,000 miles only.—Galt, Ltd., Alvis Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [1746

LANCASHIRE and Cheshire sales, service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507) [0589/R

525 gns.—Alvis Speed 25, 1939 Charlesworth foursome drop head coupe, black, brown leather, heater, P.100 headlamps, many extras, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

375 gns.—Alvis 12/70, 1939 (registered 1940) sports saloon, black, sliding head, maroon leather, P.100 headlamps, Ace discs, carefully used, exceptional condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

ALVIS Silver Eagle drop head coupe, 1956, maintained in perfect order regardless of cost; two owners only, new hood and batteries; for sale outright or exchange for strong utility.—Managing Director, County Aerated Water Co., Ltd., 22a, Norwich Rd., Ipswich 2252. [1786

1948 special Alvis 14 Tickford coupe, fitted with Ford V.8 engine, gearbox special Alvis rear axle; a beautiful conversion in exceptional condition, speedo, reading 15,000 miles only; £684.—Galt, Ltd., Alvis Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [1748

£995!!!—1951 Alvis 2-seater, literally indistinguishable from brand new and in the finest mechanical order, immaculately finished in Ensign red with luxurious upholstery in cream pigskin, absolutely unmarked, fitted built-in heater and the latest model H.M.V. press-button Radiomobile, passlights, etc.; this Alvis can be described as faultless—its performance is of the highest order; any examination by A.A., R.A.C. or similar qualified engineering authority would be cordially welcomed.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Alvis Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED urgently, good Alvis 12/60 TL or TK Beetleback.—Mills 1, Saint Pauls Rd., Gloucester. [1796

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex, Ealing 8841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 6221. [W3041

3-litre and T.A. Alvis saloons urgently wanted, must be in good condition.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M'cr, 19. Rus. 2874-5. [1698

PRIVATE purchaser requires 1939-40 4.5 Alvis Vanden Plas tourer, must be in good order and at a reasonable price.—Write, giving full particulars, to Box 6538. [1694

H. F. EDWARDS urgently require good Alvis, for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 2012. [W2003

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8 [0590/R

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 852, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar Gold London

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0951/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0653/R

KINGSTON-ON-THAMES.—Sales and service.—G. W. Wilkin, Ltd., 84, Eden St., Kingston 2241/2. [8403/R

AMERICAN CARS

METCALFE & MUNDY, Ltd.

1950 Chevrolet, Bel Air saloon.

1947 American Ford V.8 saloon.

1949 Pontiac hydramatic convertible.

1948 Pontiac Silver Streak saloon.

1949 Studebaker Champion saloon

1947 Buick saloon.

1938 Oldsmobile convertible.

FOR further details see under classified advertising.

ALWAYS a representative stock of carefully chosen pre- and post-war American cars.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

SIMPSON'S MOTORS offer:—

RHD 1951 Nash Statesman saloon, 4-door, radio, heater, seat covers, whitewall tyres.

RHD 1949 Chevrolet saloon, 4-door, fitted heater and seat covers.

1949 Cadillac saloon, 4-door, Hydramatic drive, fitted radio and heater.

1941 1/2 Ford saloon, 4-door, radio, heater, excellent condition; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/5903. [C4015

OLDSMOBILE 1948 2-door, 1/h, 27,000; £795.

ALL American cars in stock from £500.—Wharfdale Garage, Ltd., Bournemouth (Westbourne 64497). [1735

JOE THOMPSON (MOTORS), Ltd., offer a selection of American cars.—97, Fulham Rd., S.W.3. Kensington 4858.

1952 (regd.) ex-U.S. Embassy Buick limousine, immaculate interior, sound Fisher body, unlimited sums spent keeping everything tip-top, heater, radio, inter-com., tools, etc.; owner emigrating; £550.—Cecil, 7, Monmouth Place, London, W.2. Bayswater 1420. [1926

American Cars Wanted

AMERICAN car wanted for cash.—Valentine 2098 or 4674. [W2018

AMERICAN car wanted for cash; private.—Jackson, 1006, Harrow Rd., London, N.W.10. [1929

SIMPSONS MOTORS (WEMBLEY), Ltd., the American car buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., buyers of American cars.—97 Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588 [W1027

CONVERSIONS, using genuine spares, any post-war American car from l/h. to r/h., quotations given.—Onslow Bartlett, 5, Widdicombe Ave., Parkstone, Dorset. [1736

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (London and district distributors), offer:—

1950 Armstrong Siddeley Whitley saloon, Langham grey, one owner; £895; one week's free trial; guaranteed.—184, Gt. Portland St., W.1. Museum 1001. [C3059

1953 Armstrong Whitley 6-light saloon, 400 miles only; £1,375.

GORDON CARS (LONDON), Ltd., Gordon House, 375, Euston Rd., N.W.1. Eus. 6611. [C2025

DH.C., 1947, maintained by Armstrongs, perfect condition, any trial, privately owned; £500.—Hillside 4779. [1685

1947 Armstrong Siddeley, Lancaster 4-door saloon, black, in exceptional condition throughout; £525.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1951 Armstrong Siddeley Whitley 18hp saloon, black, heater, 11,000 miles, one owner, spare unused; £945.

RIPCO, Ltd. (Armstrongs Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1952 Armstrong Whitley, beige-red leather, 6,000 miles; £1,095.—Cyril Sheppard Car Sales, Sonning 2345. [1559

1937 14hp Armstrong Siddeley saloon; £235.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

£725!!!—Feb., 1950, Lancaster 4-door saloon, 18hp engine, a beautiful car, luxuriously equipped with radio, heater, seat covers, etc., nominal mileage.

£595!!!—June, 1948, Lancaster 4-door saloon, a genuine one-owner car, maintained and serviced by same distributor since new, bills available for recent and entire overhaul, brand new tyres fitted only last month; also a 1948 Typhoon sports saloon, 24,000 miles.

£495!!!—1947 Hurricane drop head foursome coupe, just clocked 7,000 miles since installation of new engine, original finish in dark blue, new hood fitted about 6 months ago.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1951 model Armstrong Siddeley Lancaster saloon, faultless mechanically and appearance, one owner; £775!!.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1947 Armstrong Siddeley Typhoon saloon, black, carefully maintained, whole car in very fine condition, fawn interior as new, good tyres; £485.—Maidenhead 3014. [1491

1951 Armstrong Siddeley Lancaster saloon, black, brown leather, immaculate condition; £755.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3 (Ham. 2254). [1915

ARMSTRONG SIDDELEY

NAYLOR & ROOT.—1946 Armstrong Hurricane coupe, duo brown, low mileage, very attractive, £495; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CHARLES CLARK & SON, Ltd., Chapel Ash, Wolverhampton (22247) offer Hurricane coupe 1951, grey with maroon upholstery, carefully used, one owner, 11,000 miles; radio, heater. [1789

PRIDE & CLARKE, Ltd.—1947 Armstrong Typhoon saloon, black/red leather, nominal mileage, exceptional condition, £499; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

395 gns.—Armstrong Siddeley (September, 1946) Hurricane foursome drop head coupe, Cambridge blue, fawn leather, radio, heater, manual gearchange, good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Armstrong Siddeley 1937 14hp de luxe saloon, black, sliding head, brown leather, preselector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

ARMSTRONG SIDDELEY Typhoon saloon, 1948 model, synchromesh gear box, immaculate in every way; £575; exchanges; hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

LIMOUSINE, 1938, partition, widest occasionals, leather throughout, original private owner, opportunity, £395. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Armstrong Siddeley Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—520, Euston Rd., N.W.1. Euston 1212. [0171/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ARMSTRONG in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

7-SEATER privately owned Limousines required, 18hp 1951/52, also 17/25hp 1939—cash waiting. A. & S., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0585/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls, service; 48 hours exchange engine service; prompt guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning. Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141. [0760/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216/7. [0602/R

ASTON MARTIN

1933/4 Le Mans, short chassis, outstanding condition; £300, or take S890 in part exchange.—Malden 3057. [1819

BROOKLANDS, Aston Martin distributors, stock D.B.2 saloons and drop head coupes; buy or sell your car.—105, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1953 (February) Aston Martin D.B.2, with Vantage engine, 500 miles only; £2,650.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [1902

1937 2-litre Aston Martin long chassis 4-seater tourer, 5,000 miles since complete overhaul costing £350, bills available; photograph on request; price 525gns.—Box 6644. [1886

Aston Martin Cars Wanted

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

CHILTERN CARS require 1½-litre and 2-litre Aston Martins.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

DB11 1952-3 Aston Martin wanted, must be as new.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M'cr, 19. Rus. 2874-5. [1697

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialized servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0196/R

AUSTIN SEVEN

ELITE MOTORS, offer:—

1939 Austin big 7 2-door de luxe saloon, excellently maintained vehicle; £265.

1939 Austin 7 Ruby de luxe saloon in very sound condition throughout; £225.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

CAMDEN MOTORS.—Austin 7 saloons; very big selection of saloons from 1935 to 1947; see full-page advert. on page 46 in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SEVEN

1939 Austin 7 Ruby saloon, excellent condition; £195; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3034

1937 Austin 7 Ruby de luxe saloon, immaculate condition; £179.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9. [C2024

1936 Austin 7 Ruby saloon, £155; 1937 Austin Ruby saloon, £165.—Garage Service Co., Ltd., 1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

£225.—1938 Austin Big 7 4-door de luxe saloon, Cambridge blue, exceptionally clean condition; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

195gns.—Austin 7 (November, 1936) Nippy sports 2-seater, sea green, spare unworn, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROYS can offer you the following good Austin 7 saloons: 1954, £65; 1937, £135; 1938, £155; 1939, £185; also an excellent 1937 Austin 7 2-seater, £155; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Austin A30 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

£245.—1940 model Austin 8 4-door saloon, black/brown leather; exchanges, terms.—C.A.P. Motors, 130, Clapham Rd., Reliance 2895-6. [C1038

195gns.—Austin 8 1940 4-door saloon, blue, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

AUSTIN TEN

GLANFIELD LAWRENCE offer:—

1946 Austin 10 saloon, black, sliding roof, etc., overhauled, very nice throughout; £385.—407, High Rd., N.12. Finchley 0091. [C2055

CHARLES RICKARDS, Ltd., offer:—

1946 Austin 10 saloon de luxe, black and brown, very carefully maintained, in exceptional condition throughout, £425; another at £395.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

1938 Austin 10, original condition, excellent engine; £245.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

£235.—1937 Austin 10 Cambridge de luxe saloon, grey, taxed year; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1946 Austin 10 de luxe saloon, black/brown leather upholstery, in excellent condition; £395.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

£445!!—This is not an ex-hire or imported car, but a genuine 1947 Austin 10 de luxe saloon in beautiful original condition with a brand new works replacement engine just fitted.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212 [0953/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CARR BROS GARAGES, at any depot, 21, Soho Sq., W.1 (Ger. 6678/9); Putney Bridge Ser. Stn., S.W.6 (Ren. 6395); Airways Garage, opp. London Airport (Hou. 4606); or Head Office, Purley, Surrey (Uplands 4812-3). [W1041

AUSTIN A40

CAR MART, Ltd.

LONDON Distributors.

1950 Austin A40 Devon saloon, heater, guaranteed; £595.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

PHILIP RICKARDS, Ltd., offer:—

1952 Austin A40 Somerset, green, 3,000 miles; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1 Grosvenor 4772/3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1951 Austin A40 Devon saloon, heater, black, 4,000 miles; £695.

1950 Austin A40 Devon saloon, black, 3,000 miles; £665.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

AUSTIN A40

MANN EGERTON & Co., Ltd., offer:—

1950 Austin A40 Devon saloon, finished in black with grey leather upholstery, fitted with heater and sun roof; 14,000 miles; £625.

14, Berkeley St., London, W.1. Regent 2073.

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 A40 saloon, 8,000 miles, fitted heater, sliding head, taxed year; £650.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

MEBES & MEBES, Ltd. (Estab. 1895), offer:—

1949 Austin A40 Devon sliding head saloon 4-door, condor grey, heater, passlight, moderate mileage, one owner, excellent; £545.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C5012

1948 A40, black, one owner, excellent order; £450.—Below.

1950 A40, 23,000 miles, green, brown leather; 6 months' guarantee; £525.—Haskins, Ladbroke 1155. [C3027

1950 Austin A40; £535.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1952 Austin A40 sports drop head coupe, metallic grey with grey leather upholstery, 11,000 miles; £745.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

3000 miles.—1952 A40 Somerset saloon, fitted heater, seat covers, as new, choice of another. 1,800 miles.—Below

10000 miles.—1952 A40 Devon saloon, heater, excellent condition.—British & Colonial Motors, Ltd., 13/14 Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

200 miles.—Austin Somerset, heater, March, 1953; £825.—Sidney Marcus Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

£495!!!—1949 Austin A40 Devon saloon, one owner, 26,000 miles.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1951 (June) Austin A40 sun saloon, green, brown leather, heater, 8,000 miles, as new.—Dobsons, Ltd., Staines. Tel. 801. [C1074

GUY ALFREDS & Co., Ltd.—1952 Austin A40 Somerset saloon, radio, heater, small mileage.—6-7, Warren St., W.1. Euston 5268. [C1005

1951/52 Devon, steering change, genuine 4,000, consider cheaper car, cash.—Fiat 5, 29, Cheriton Gardens, Folkestone. [1812

1952 one owner Austin Somerset, green, brown leather; £715.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254.) [1911

1952 Austin A40 sports foursome, grey, cost £915; accept £775.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1952 A40 sports convertible, light grey, 10,000 miles, radio, heater, very carefully run in, immaculate; private only; £715.—Ewell 1616, evenings. [1610

1951 A40 Devon sunshine saloon, grey, radio and heater, one owner, genuine mileage 9,442, £650.—Campbell Symonds, Wembley 6262. [C1057

AUSTIN A40 Countryman, July, 1950, 19,000 miles, finished in green, one owner, guaranteed; price £595.—Appleyard of Leeds, Ltd., North St., Leeds 7. [1927

1951 Austin A40, heater, sun roof, recorded mileage 19,000, dark green, one owner, excellent condition; £615.—Stamford Hill 8000, Extension 17. [1933

£725!!!—1952 Austin A40 Somerset saloon, mist green brown leather, a low mileage car, fastidiously maintained and open to any inspection or trial.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

1951 (December) Austin A40 saloon, grey, column change, sunroof, heater, 9,000 only; £685.—Jack Pozner (Autos), 595, Hendon Way, N.W.4. Hendon 1423/4. [C5063

1952 Austin A40 sports drop head foursome coupe, heater, low mileage; £695; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

1949 Austin A40 4-door saloon, sun roof, mist green with fawn upholstery, superb mechanical condition; guaranteed; £520.—Griffin's Garage, Ltd., Weybridge 1491. [1894

NAYLOR & ROOT.—1950 Austin A40 sun roof saloon, black, beige hide, radio and heater, low mileage; £595; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

JACK ROSE, Ltd., offer: 1951 Austin A40 saloon, black and brown upholstery, one careful owner, open to any examination; accept £610.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

PRIDE & CLARKE, Ltd.—1951 Austin A40 saloon, green/brown leather, 12,000 miles, heater, one owner; £599; 1950, black/brown leather, low mileage, heater, £539; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068

475gns.—Austin A40 1948 (registered 1950) Dorset saloon, black, brown upholstery, heater, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

TANKARD & SMITH, Ltd., offer 1951 Austin A40 saloon, grey with blue leather, one owner, nominal mileage, immaculate condition throughout; £595; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—194/198, Kings Rd., Chelsea, S.W.3. Flaxman 4801/2/3. [C4026

Austin A40 Cars Wanted

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRICKERS of Holland Park wish to purchase high grade A40 saloons.—Tel. Park 5077. [W2051

WANTED, low mileage A40 sports coupe.—Wadham Garages, Ltd., Wadham St., W.-s-Mare. Tel. 269. [1706

Austin A40 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately

MAKE your enquiries to

AUSTIN House, 297 Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212 [0957/R

I REQUIRE low mileage A40.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768. [W2037

£700 cash waiting for best A40 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Austin A40.—May 5051. [W3045

WHY accept less for your Austin A40 saloon or Countryman when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2003

AUSTIN TWELVE

SCOTT CARS, offer:—

1937 Austin 12, one owner, perfect condition; £24..

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/6676. [C4016

AUSTIN 12 saloon, 1939, very good condition throughout; £265.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

1947 Austin 12 saloon, one owner, choice of three; from £455.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [1899

A RARE and good 1937 Austin 12/4 tourer, fully equipped; £165; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

£175!!!—Austin 12 Ascot 4-door saloon, 1937, most popular pre-war twelve, roomy 5-seater body, capacious rear luggage boot, usual reliable economical Austin performance, suitable car for family motoring, towing caravan or ideal as a station taxi.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

£275!!!—Magnificent Austin 12/4 Ascot de luxe saloon spotless bodywork, beautiful interior and excellent mechanically; this car only wants seeing and will be bought immediately; 3 months' guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

Austin Twelve Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

H. A. SAUNDERS, Ltd., offer:—

1949 Austin 16 saloon, black with brown upholstery, heater, one owner; £555.

836/842, High Rd., N.12. Hillside 0024. [C2027

NORTHERN MOTORS OF HARROW offer choice of three Austin 16 saloons.

ONE 1948 dark blue and all-leather upholstery, one private owner, £475; one 1948, light grey, built-in radio, one owner, £495; one 1949, one private owner, black, a real specimen, £525.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

1948 Austin 16 sun saloon, black, one owner; £495.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

£485!!!—1948 Austin 16 saloon, in excellent condition throughout.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1952 Austin 16 hire limousine, 7-seater, as new, list price £1,300; our price £825.—A. C. Bulphin & Son, Ltd., Newton Abbot. Tel. 575. [1699

AUSTIN 16, 1938 (Nov.), black, brown leather, one owner, 20,000 miles only, excellent condition; £495.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

1948 (Nov.) Austin 16 saloon, black/brown leather, one owner, in excellent condition; £495.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1077

AUSTIN hire car, 16,000 miles, black with brown interior, new condition, registered September, 1951, terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

GUY ALFREDS & Co., Ltd.—1950 Austin touring limousine, black/brown leather, face forward occasionals, privately owned, above average condition; reasonably priced.—6-7, Warren St., W.1. Euston 5268. [C1005

HIRE Limousine 1951/2, partition, forward occasionals, leather, small mileage, exceptional condition, certified mechanically, selected carriages from £700. (Fifty Limousines—Lists posted). Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006/1

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0955/R

AUSTIN A70 & A90

CAR MART, Ltd.
LONDON Distributors

1950 Austin A70 Hampshire saloon, radio, guaranteed; £635.

1951 Austin A90 saloon, heater, 18,000 miles; £765.

1952 Austin A70 Hereford saloon, radio, heater, 11,000 miles; £855.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

SCOTT CARS, offer:—

1952 (September) Austin Hereford, radio, heater, as brand new, cost new £1,065; bargain at £865.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

BOON & PORTER, Ltd.

HEREFORD, not 6 months old, 7,000 miles, used with loose covers, heater, sunroof, unmarked; £850.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1951 A90 saloon fitted radio and heater, really as new, £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

MAYFAIR COUNTRY CARS offer:—

1950 Atlantic, power-operated hood, fitted radio, heater, superb condition; £625; terms; exchanges.—Grosvenor Sq., W.1. Mayfair 0151. [C5008

RIPCO, Ltd., offer a selection of A90s:—

1952 (April) Austin Atlantic A90 saloon, blue with grey leather, heater, one owner; £855.—Below.

1951 (August) Austin Atlantic A90 saloon, black, red leather, radio, heater, 14,000 miles; £795.—Below.

1951 (October) Austin Atlantic A90 saloon, black with fawn leather, H.M.V. radio, heater; £765.

RIPCO, Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C5052

1952 Austin A90 saloon, black, immaculate; £925.

GORDON CARS (LONDON), Ltd., Gordon House, 375, Euston Rd., N.W.1. Eus. 6611. [C2025

£750—1951 Austin Hereford saloon, radio, heater.—Autowork Ltd., Winchester. Tel. 4854. [C1010

1952 (November) Austin A70, 1,500 miles, covers, heater, as new, maker's guarantee.—Farr, Temple Bar 6666. [1880

1952 Austin A70 Hereford saloon, black, 8,000 miles, superb condition; £945.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 5051. [C3045

1951 A90 saloon, 11,000 miles, one owner; £785; terms or exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1951 (July) A90 saloon, one owner, radio, 3/67 top gear, low mileage, perfect condition; £750.—2, Hampshire Terrace, Portsmouth. Tel. 2068. [1828

AUSTIN A70, Sept., 1950, radio and heater, low mileage, beige, one owner; £600.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1952 (Nov.) A70 Hereford saloon, fawn with brown leather, heater and radio, 6,000 miles, in new condition throughout; £875.—Robbins, East Putney, Tel. 4561. [1891

1952 Austin A70 Hereford, radio, loose covers, as new; £860.—J. Davy, 180/182, Kensington High St., W.8, Western 9641; and 215, Brompton Rd., S.W.3, Kensington 1108. [C1069

795gns.—Austin A70 (September, 1951) Hereford saloon, Romney blue, grey leather, H.M.V. radio, heater, nylon plaid loose covers, 14,000 miles, good tyres, unworn spare, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

545gns.—Austin A70, late 1949 Hampshire saloon, black, sliding head, heater, good tyres, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

SPECIAL offer!!!—A70 Hereford saloon, heater, genuine guaranteed mileage 6,300, unique condition, absolutely indistinguishable from brand new, exceptional value; 775gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [1773

AUSTIN A90 sports saloon, 1952 model, registered November, 1951, black with beige leather upholstery, elderly surgeon's second car, chauffeur driven and maintained in virtually brand new condition; genuine mileage 12,000, fitted many extras; £750; terms arranged privately.—Tel. Birmingham South 3018. [1822

Austin A70 and A90 Cars Wanted

AUSTIN wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

£750 cash waiting for best A70 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297 Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0353/R

RICHARDS & CARR buy A90s.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

REQUIRE low mileage A70 and A90.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768. [W2037

WANTED, genuine low mileage 1950 or 1951 Austin A70 Hampshire saloon.—Lee Green Motors, Tel. Lee Green 0584. [W2056

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHTEEN

1939 18hp Austin Ivor limousine, leather; £575.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1938 (Dec.) 18hp Austin Norfolk saloon, exceptional condition; £495.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [C2030

1938 Austin 18 4-door de luxe Norfolk saloon, all in original condition, new engine fitted, ideal family car or hire, taxed year; £545.—Colloms Car Sales, Ltd. Tel. Maida Vale 5134/3651-2. [C1055

HEARSE Latest Deluxe streamline 6-Bearer also 4-Bearer-Deck Coachwork, lavishly equipped, low cost, bargain value. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Eighteen Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

7-PASSENGER privately owned 1938/39 Limousines, also Saloons, urgently required, cash waiting. A. & S., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN A125 & A135

RAYMOND WAY.
RAYMOND WAY OF KILBURN.
RAYMOND WAY, the Hire Purchase Specialists.

1949 Austin Sheerline, black coachwork, beige leather upholstery, immaculate throughout, one owner, radio and heater, negligible mileage, 799gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station Bakerloo line, 150 yards). [C4047

SCOTT CARS, offer:—

1949 Sheerline, radio, heater, immaculate in every respect; £855

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016/1

SCOTT CARS, offer:—

1950 Sheerline, radio, heater, 12,000 miles only, one owner, absolutely as new, bargain at £695.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676 [C4016

B. J. HUNTER, Ltd., offer:—

1949 Austin Sheerline, in black, one owner, radio, heater; £800.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

CHARLES FOLLETT, Ltd., offer:—

1949 (Dec.) Austin Princess sal., maroon, one owner, radio, heater and demister; whole car in beautiful condition, serviced and guaranteed; £1,075.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

H. A. SAUNDERS, Ltd., of Worcester.

1951 Austin Sheerline saloon, black with beige leather, radio and heater; £1,295.

AUSTIN House, Worcester. Tel. 2368. [C4005

GUY SALMON AUTOMOBILES offer:—

1949 Austin Sheerline saloon, a most exceptionally fine example; £865.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1951 Austin Sheerline saloon, black; £1,175.

1950 Austin Sheerline saloon, black; £985.

GORDON CARS (LONDON), Ltd., Gordon House, 375, Euston Rd., N.W.1. Eus. 6611. [C2025

163 miles, 1953 (April) Austin Sheerline saloon; also 1951 model, 17,000 miles.—Weybridge 600. [C4023

1952 Austin Sheerline, 12,000 miles, radio, heater, as new; £1,275.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557. [C3006

AUSTIN A125 & A135

GUY ALFREDS & Co., Ltd.—1949 Austin Sheerline saloon, radio, heater, superb order (new engine 2,000 miles ago due mechanical failure).—6-7, Warren St., W.1. Euston 5266. [C1005

9000 miles.—Austin Princess, late 1950, fitted electric division, heater, radio, spare unused, superb condition; £1,350.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557. [C3006/1

1951 Austin Princess, one owner, 9,600 miles only, radio, heater, quite like new, exchanges, terms.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

1950 (June) Austin Sheerline, grey with grey leather, radio, heater, loose covers, taxed year, mileage 15,000; £890.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

ROSE & YOUNG, Ltd., offer 1951 (October) Austin A125 Sheerline saloon, low mileage, one owner, an immaculate car, unmarked, black; £1,050.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

1950 Princess saloon, colour black, brown hide interior, all tyres good, spare unused, negligible mileage, a unique example of a quality car being indistinguishable from new throughout; £1,250.—Bowles, 2, Elm Park Court, Pinner. Tel. 360. [C1065

1950 (August) Austin Sheerline saloon, black and chromium with beige leather, loose covers, radio, an absolutely immaculate one owner car; practically as new in appearance; written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

AUSTIN Princess, late 1949 de luxe saloon, black with fawn and tan upholstery, genuine mileage 24,000, chauffeur driven and maintained, many extras including 45gn radio, heater, demisters, chromium Ace rimbellishers, etc., superb condition equal to brand new; list over £2,600, accept £950 or smaller car, suitable representative part payment, balance on terms, arranged privately.—Tel. Birmingham 3018. [1823

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0352/R

REQUIRE low mileage Sheerline.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768. [W2037

LIMOUSINE 7-passenger Sheerline required, immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN MISCELLANEOUS

CHARLES CLARK & SON, Ltd., Chapel Ash, Wolverhampton (22247), offer 1951 hire car, well maintained and in excellent condition throughout. [1790

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822/R

AUSTIN wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

MARSTON MOTOR Co. for your Austin.—Tel. Stamford 3000, Seven Sisters Rd., Tottenham, N.15. [0598/R

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2268. [0788/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 235 [0541/R

H. F. EDWARDS urgently require good Austin for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2003

Austin Spares and Service

FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd. Main Parts Stockists 29 High St., S.W.19 Wim. 0123 [0414/R

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0336

C. G. NORMAN & Co

AUTHORISED Austin main spare parts stockists service, spare parts and replacement units.—50, Vauxhall Bridge Rd. London, S.W.1. Victoria 2211. [0271/R

THE CAR MART, Ltd.,

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500) and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717) and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0305/R

HAMMERSMITH.—Repairs service and overhauls.—Rogers Garage, Wellesley Avenue, W.6. Riverside 2644-5. [S5054

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Spares and Service

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop 2852/2820. [0729/R

FOR the finest service available post your enquiries to Swain & Jones, Ltd., Main Parts Stockists, Farnham, Surrey, for all spares from 1932 onwards; engines a speciality. [0968/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0448/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155.

BENTLEY (3½, 4¼-litre and New 4¼-litre)

CMCAR MART, Ltd.

1952 (Sept.) Bentley sports saloon with large type luggage boot, grey with red leather upholstery, 5,000 miles; £4,250.

1947 Bentley 4¼-litre standard steel Mark VI saloon, beige with brown hide upholstery, guaranteed; £2,250.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5454. [C1039

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars from £2,550.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0906/R

SWANMORE GARAGE.

BENTLEY 4¼, Mark VI (Oct. 51) big bore, 11,000 miles; £5,595.

BENTLEY 4¼ Mark VI 1951 saloon; £5,365.

BENTLEY 4¼ 1938 4-seater drop head; £1,165.

BENTLEY 3½ 1936 saloon by Wm. Arnold; £1,025.

ALL exceptional cars; terms and exchanges.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

RUSSELL MOTORS offer:—

1938 4¼ Bentley L.S. series Park Ward 4-door saloon, black with blue leather, exceptional car.

1934 3½-litre Bentley tourer by Freestone & Webb, a unique car.

1934 3½-litre Bentley saloon by Thrupp & Maberly, radio, Ace discs, mascot etc.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C5060

JACK OLDING OF MAYFAIR.

OFFICIAL Bentley and Rolls-Royce retailers, offer early delivery of new cars with standard and special coachwork.

1952 (June) large bore standard saloon, black, 9,000 miles; £5,750.

1951 (June) 4¼-litre standard saloon, 19,200 miles, one owner; £5,450.

1951 (May) standard saloon, vineyard green; £5,250.

1949 standard saloon, black, brown leather; £2,550.

AUDLEY House, North Audley St., W.1. Mayfair 5242-5-4. [C5050

TAYLOR & CRAWLEY, offer:—

1938 Bentley 4¼-litre sports coupe by Vanden Plas, specially built for Motor Show, many extras, beautiful car; £1,125.

1937 Bentley 4¼-litre 4-door Phaeton by Thrupp & Maberley, in very beautiful condition throughout; £985.

48 Kensington Court, W.8. Western 6015. [C4036

MASCOT MOTORS, Ltd., offer:—

1937 4¼-litre Park Ward drop head foursome coupe; £995.

1936 3½-litre Park Ward sports saloon; £895.

1935 3½-litre Park Ward sports saloon; £795.

1934 3½-litre T. & M. sports saloon; £695.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251/2. [C3007

GUY SALMON AUTOMOBILES, offer:—

1952 (September) Bentley 4¼-litre Mk. VI standard steel saloon, large boot model, very dark green/brown leather, 5,000 miles; £4,250.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1951 Bentley Mark VI standard saloon, grey with grey leather.

1948 Bentley Mk. VI standard steel saloon, black with beige leather.

1948 Mark VI Bentley, black with brown leather upholstery.

1936 4¼-litre Bentley Park Ward sports saloon, black/brown leather.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-9478. [C3038

1951 (April) Bentley Mark VI saloon 22,000 miles, quite faultless.—Weybridge 6000. [C4025

BENTLEY (3½, 4¼-litre and New 4¼-litre)

JBJACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley, please write for stock list; example: Mark VI Bentley standard saloon, first registered November, 1948, finished black with brown hide upholstery, mileage 50,000, price £2,350.—Jack Barclay, Ltd., Berkeley Square, London, W.1. Open until 8 p.m. Tel. Gros. 6811 or May. 7444. [C1082

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 Bentley 4¼-litre foursome drop head coupe by Park Ward, black, brown leather, £600 overhaul by makers 1950; £995.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057

1948 (November) Bentley Mk. VI, one owner, good history; £2,050.—Harris, Euston 3643. [1890

1950 Bentley G.T. series standard steel saloon, grey, mileage 34,000, Bentley maintained; £2,750.—Below.

1938 Bentley K.U. series Park Ward saloon, black, moderate mileage, exceptional condition; £1,095.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621/2. [C3040

1936 (December) 3½-litre Bentley Park Ward drop head coupe, duallescent grey, red leather, two owners only.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

1936 Bentley saloon by Park Ward, colour black, in excellent condition throughout; £750; see also our advert. on page 49.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3058

1935 3½-litre Bentley Park Ward saloon, black, not yet run in from complete engine overhaul, unmarked condition throughout; will accept £725.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

CASSE'S MOTOR MART.—1937 series Bentley 4¼, Gurney Nutting sports saloon, black.—5, Warren St., W.1. Euston 4110. [C1040

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley repairers and retailers, offer at keenly competitive prices the following:—

1950 (big bore) Mark VI Standard steel saloon, black, this car has been passed by the makers and is in superb condition throughout; £2,950.

1935 Bentley 3½-litre drop head foursome coupe by James Young, grey with blue hide, excellent tyres, offered as it stands with tax for year, immediate delivery; £625.

OFFICIAL Retailers and Repairers, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1951 Bentley saloon, radio, heater, seat covers, etc., only slightly used and in every way as new.—Lucas, Home Place, Enfield Green, Surrey. [1745

1938 Bentley 4¼-litre sports saloon, black with green leather, maintained in excellent condition; £1,250.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1938 Thrupp and Maberly semi-razor edged Bentley saloon, black with beige leather, recent Bentley overhaul; £1,150.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

BENTLEY Mark VI, grey, July, 1951, S.S. saloon, 25,000 miles, as new, one owner, brand new tyres, luggage rack; £5,000; no agents.—18, Neville Drive, London, N.2. Speedwell 9424. [1711

BENTLEY Mark VI wanted, good condition; £1,750-£3,750 cash; good overdrive might suit.—J. W. Medley, 1176, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43545. [W4024

£625—Rolls-Bentley 3½-litre drop head foursome coupe, body by Young of Bromley, most attractive car, fitted heater, etc., recent overhaul by Bentley distributors.

BRIAN FINGLASS, Bugatti sales and service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 5951. After 6, Tulse Hill 4755. [C2009

CAMDEN MOTORS.—Bentley 4¼-litre semi razor-edge sports saloon, 1937, beautifully styled Mulliner bodywork, modern streamlined appearance, luxuriously equipped and fastidiously maintained, previously owned by Bentley enthusiast; £645.

CAMDEN MOTORS.—Bentley 4¼-litre sports saloon, 1937, 4-light body styling of extreme elegance by Messrs. Freestone & Webb, modern swept tail enclosing spacious rear boot, immaculately finished in contrasting colour scheme of deep maroon with black wings, interior upholstered throughout in special Connolly hide and equipped with every luxury, radio, heater, etc., maintained and serviced since new by same accredited Bentley agents who have recently carried out extensive mechanical reconditioning at considerable cost, new Fort Dunlop tyres fitted last month, and the whole car in magnificent order throughout; £995.

CAMDEN MOTORS.—Bentley 4¼-litre Vanden Plas sports saloon, 1937, magnificent history, one change of ownership in 1939, car stored 6 years, original Bentley green finish, one or two very minor blemishes on rear boot lid only serve to accentuate the very genuine and original condition of the car, engine inspection by Bentleys in 1949, who recommended rebore within 5,000 miles; this work, together with other overhauls, was carried out April, 1950, since when the car has done 21,000 miles only; guaranteed in writing, £965.

CAMDEN MOTORS.—Bentley sports saloon by Vanden Plas, 1936 series and chassis number, very attractive body styling with swept tail, colour black with fawn leather, fitted radio; £695.

CAMDEN MOTORS.—Bentley 4¼-litre Park Ward sports saloon with overdrive gear, first delivered and registered 30/12/39, immaculately finished in silver and black with luxurious leather upholstery; this car was purchased direct from private family, history of overhauls is known and includes rebore, clutch and brake relining, reconditioning of gear box, etc., since when the car has done but a nominal mileage; this magnificent Bentley, probably the finest example of its kind in the country, is offered to the discerning purchaser who is only interested in the finest money can buy; £1,495.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

BENTLEY (3½, 4¼-litre and New 4¼-litre)

1935 3½-litre Bentley, fitted with open sports 4-seater, body by Vanden Plas, excellent history, finished in gunmetal grey; £850.—E. D. Abbott, Ltd., Farnham, Surrey. Tel. 6282. [1756

1951 4¼ standard steel saloon, black, brown leather, one owner, taxed year, mileage 12,000 only; £3,250.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [C5011

1948 (Nov.) Rolls-Bentley Mark VI standard steel saloon, as new; best offer over £2,000; would take small pre-war Rolls-Royce in part exchange if offered at sensible price.—Tel. Chiddingly 310. [1656

SPORTS 4-door 3½-litre H.J.M. Saloon, boot, £300 Bentley overhaul, exceptionally good chassis, opportunity. £755. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

BENTLEY (PRE 1931)

!! Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [C1046

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

RED-LABEL Bentley V.D.P. tourer, 1925, immaculate black cellulose finish, chrome good, fitted P.100s, five excellent tyres, 10,000 miles approx. since engine reconditioned, also Autovac and S.U.s by makers, brakes and clutch relined, new hood, screens, tonneau, body removed, chassis examined and painted red, genuine reason for sale; £350 o.n.o.—Edmondson, Stoddart, Stanneylands Rd., Wilmslow, Ches. Tel. 2540. [1651

Bentley Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 5454. [0958/R

SEE "Exchange"—Lewis Motors, Gerrards Cross. [9067

BARTLETT.—Bentley saloon, 1934-36, urgently required.—27a, Pembridge Villas, W.11. [W1013

BENTLEY Mark VI wanted, preferably under 50,000 miles.—Bowles, 2, Elm Park Court, Pinner. Tel. 360. [1448

PERFORMANCE CARS urgently require Bentleys.—Great West Rd., Brentford, Middlesex. Ealing 6641, or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W5041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R

1952 53 Bentley sports saloon with large type luggage boot, quote mileage and lowest price.—Box 6616. [1761

MK. VI steel saloons.—Reading Automobiles, Caversham Rd. Tel. Reading 3021-2. Special retailers and repairers. [1351

CARR BROS. GARAGES, West End Depot (21, Soho Sq., W.1). Ger. 6678/9, is keenly interested.—Call, write or 'phone. [W1041

3½/4¼-litre Sports Saloon required, reasonable mileage, good condition. Alpe & Saunders, Providence Court, North Audley Street, W.1. [W1006

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2457. [0357/R

TAYLOR AND CRAWLEY will buy low-mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—48, Kensington Court, W.8. Western 6015. [W4036

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 255. [0940/R

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W5050

R. S. MEAD (SALES), Ltd., are anxious to purchase late model Bentley saloons or coupes, fitted with either standard or special bodies.—42, Queen St., Maidenhead. Tel. Maidenhead 5451/2. [W5011

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores, Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [B1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3562. [0490/R

JACK OLDING, official retailers and repairers, reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [B5050/R

B.M.W.

!! Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [C1046

£325—B.M.W. type 45 drop head foursome, cellulose unmarked, excellent performance, 1937; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1938 (Nov.) B.M.W. type 327/55 fixed head coupe, black, fawn leather, probably one of the best examples available; inspection, trial and comparison with others is strongly recommended; £625; exchange, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BOND MINICAR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1953 Bond Minicar Mark C, the very latest type and first used model to be offered for sale, absolutely as new, 150 miles only; 319gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

£260!!!—1952 Bond Minicar, only 5,000 miles, fitted spare wheel and latest type sprung suspension, cost new nearly £400, absolute gift, 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

ANTHONY CROOK offer:—

1953 Bristol 401 saloons, new.

1953 401, just run in, specially finished car with special upholstery, etc.; unique opportunity.

1951 401 saloon, grey, one owner.

1951 401, black, one owner.

ALL the above supplied and maintained by us from new.

1950 402 drop head, cream.

1949 400, blue, excellent condition.

1949 400 saloon, green, exceptional condition.

OTHER cars being extensively reconditioned before re-sale and available shortly.

ANTHONY CROOK MOTORS, leading distributors of Bristol cars since their inception.—Caterham Hill, Surrey. Tel. 2232-3. [C1065

FRAZER-NASH CARS offer:—

1950 (Sept.) type 401 saloon, colour black, one owner; price £1,875.

1949 Bristol type 400, fitted type 85C engine, one owner, metallic green, radio and heater, recellulosed; £1,500.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex (Hounslow 0011). [C2015

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296/R

BROOKLANDS: individuality new and used cars.

1950 Bristol 402 coupe; many extras.

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

BRISTOL 400 saloon, quite the smartest and best example of this marque, registered 1948, colour Bristol blue, radio, heater, etc.; £1,125.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

PRIVATE purchaser has for disposal Bristol Type 400, Nov., 1948, excellent car in every way, check over by Bristols 7,000 miles ago; price £900.—Box 6539. [1695

1951 Bristol 401 saloon, finished in maroon, radio, heater, chromed wheels, front grille specially chromed, fitted close ratio gear box, specially polished head, screen, washers, latest type water pump, wind tone horn, loose covers, Mintex racing brake lining. A one-owner car which has been lavished with care, genuine 15,000 miles only since new and in immaculate condition, in our opinion this is the finest Bristol in the country, complete with spare set of Life Guard tubes; £1,995.—Grove Garage and Motors, 322, Fore Street, London, N.9. Tottenham 4162. [1755

Bristol Cars Wanted

LATE '52 or '53 Bristol 401, must be low mileage; give details and price.—Box 6557. [1687

ACLAND & TABOR, Ltd., Welwyn 461/2; urgently require Bristol cars, all models. [W1001

BARTLETT.—Bristol 400 saloon urgently required.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR buy Bristols.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

PERFORMANCE CARS urgently require Bristols.—Great West Rd., Brentford, Middlesex. Ealing 8641; or:—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

401 model wanted by private buyer.—Send full particulars or 'phone Watson, Belmont Hotel, Harrow. Wog. 1892. [1810

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

H. F. EDWARDS urgently require good Bristol for immediate cash; distance no object—Details please to 38, Upper High St., Epsom, Surrey. Tel. Epsom 6400. [W2001

Bristol Spares and Service

LEADING distributors.—All spares and services in specially equipped works; collection and delivery anywhere.—Anthony Crook, Caterham Hill, Surrey. Tel. 2232-3. [S1065

British Salmson Spares and Service

ST. JAMES' GARAGE, Cheam Rd., Sutton, Surrey, for repairs and spares; sole spare stockists.—Vigilant 2206/7. [7482

BROUGH SUPERIOR

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

B.S.A.

245 gns.—B.S.A. Scout 1940 series 6 10hp drop head coupe, black, red leather, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—B.S.A. Scout, 1936 (registered 1936) series 2 10hp sports 2-seater, black, very good condition; choice of 4 Scouts; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

B.S.A. Cars Wanted

B.S.A. in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares, comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7753. [0144/R

BUGATTI

BUGATTI Type 57 4-seater drop head, exceptional condition, £650; exchange 1½ M.G. saloon, A40 sports.—Box 6522. [1655

VINTAGE Bugatti saloon 33hp, now being overhauled in our factory; £285.—J. Lemon Burton, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1551. [0628/R

Bugatti Cars Wanted

CHILTERN CARS require G.P. and Type 57 Bugattis.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1551. [0071/R

BUICK

ACRES offer:—

1938 Buick 8 double enclosed limousine, finished in black, with cord upholstery, fitted covers, this magnificent vehicle has been beautifully kept and maintained and must be a bargain at £250.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002

1949 Super Buick 4-door saloon, colour black, Dynaflow, low mileage.—Below.

RHD 1949 Super Buick 4-door saloon, colour blue. Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1947 Buick Super 51 r.h.d. saloon, 35,000, two-colour grey, fitted all extras, in immaculate condition throughout.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

£985.—1947 series Buick 8-seater electric convertible coupe, radio, heater, new tyres, makers' overhaul, a magnificent looking vehicle with faultless performance; £330 down.

£225.—1938 Buick 4-door black saloon, excellent runner, clean condition; £80 down.

£105.—1937 Buick 30hp convertible coupe, excellent runner, in nice condition throughout; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1946 Buick Super 51, right-hand drive, radio, heater, very carefully maintained, twin colour scheme; £895.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

£395.—1939 Buick Century saloon, heater, radio, dimsters, in mint condition, fitted 1952 Buick Dynaflash power unit.—Holden Automotive & Marine Co., Ltd., Shipbuilders, Yarmouth, Wight. Tel. 384 (nigh. ext.). [1486

BUICK 38hp 8-seater limousine by Thrupp & Maberley, face forward occasionals, wireless, unique specimen, immaculate and original in every detail, private owner since new, 78,000 miles recorded; £425.—Anthony Freeman, "Rectory Lawn," Richmond Rd., W.5. Ealing 9217. [1826

CAMDEN MOTORS.—Buick Super Eight drop head coupe, 1938, in positively amazing condition, over £120 spent on reconditioning this last three months, including costly respray, brand new mohair hood of very finest quality, new front suspension and other mechanical items, immaculate coachwork in delightful duo-grey, real leather upholstery, fitted built-in heater and radio, passlights, etc., almost brand new tyres; a very handsome car with a truly impressive performance, £345.

CAMDEN MOTORS—Buick Super Eight drop head coupe, 1940, special right-hand drive model with beautifully styled Fisher bodywork accommodating 5 passengers, with vast luggage boot, Marchal head and passlights, large section bumpers with triple overriders, steering column gear change, built-in heater with screen demisting incorporated, the whole car immaculately finished in deep maroon with luxurious leather upholstery, almost new hood and 6 brand new tyres, mechanical condition generally is well in keeping with the appearance; £425.

CAMDEN MOTORS.—Buick Super Eight saloon, 1949, an immaculate example of this superb post-war series, full mouth-organ front, curved windscreen and rear window, "pilot" centred instruments, interior luxuriously fitted out and equipped with every conceivable extra, built-in radio, heater, de-icing, de-misting, map lights, automatic interior lighting, Tygan tailored seat covers; this car has done a very genuine small mileage and is like brand new inside and out.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

Buick Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Buick.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

Buick Cars Wanted

TO owners, Buick limousine required, black preferred, only first-class condition considered, 1937-38.—Box 6656. [1925

SIMPSONS MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

7-SEATER private 1937/38 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

SOLE concessionnaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0504/R

H. F. EDWARDS urgently require good Buick for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2003

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

1950 (Nov.) Cadillac, type 62, 4-door saloon, dark blue, Hydramatic, radio, etc., in new condition, 8,000 miles only.—Galt, Ltd., Alvis Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [1749

LIMOUSINE, 1938, Double Enclosed, 8-passenger, radio, privately owned, beautiful condition throughout, black, mileage negligible, £765. Another similar, £695. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Cadillac Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Cadillac.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R

METCALFE & MUNDY, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

SOLE concessionnaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionnaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SIMPSON'S offer:—

1952 Chevrolet saloon, 2-door, low mileage, extras; full list see "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

1950 Chevrolet Fleetline 4-door saloon de luxe, r.h.d., heater and radio, etc., 18,000 miles, exceptional condn.

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

CASS'S MOTOR MART.—1947 Chevrolet Stylemaster saloon, r.h.d., grey, carefully used, one owner, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

CHEVROLET Bel Air special hardtop convertible, recorded 15,000 miles, heater, radio, October 1950, stone grey and maroon, many expensive extras, including twin passlights, overriders, hand swivelling spotlight, special black hide and Georgian upholstery; this very elegant car is quite faultless throughout.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

Chevrolet Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Chevrolet.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Chevrolet car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R

CHRYSLER

1948 Chrysler Plymouth saloon, 25hp, excellent condition; £595.—Mervyn Austin, Paddington 1280. Extension 167. [1165

1940 Chrysler 33hp Custom Imperial 4-door black saloon, brown hide, clean condition, stupendous bargain; £265 or £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers. Wembley 8691/3903. [W4015/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-SEATERS, private 1938/9 (24/28hp) Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh Essex 572171. [9684

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Chrysler Spares and Service

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0361/R

CITROEN

GE 1938 (very late) superb Citroen Light 15 roadster drop head coupe, with swept tail incorporating concealed seating and new fully disappearing hood; finished brilliant crimson cellulose, chromium bright fittings, upholstered immaculate maroon leather. Specialities include: modified facia panel in white vynide, sprung steering wheel, sealed-beam head lights, wind tone horns, Badgebar, etc.; just fully checked throughout, recently overhauled, cost over sterling £150 (history available), extremely fast, most attractive; written guarantee; £335; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2001

R. F. FUGGLE, Ltd.

1950 Light 15 Citroen, one owner, genuine 22,000 miles, fitted with many accessories including sun roof; £700.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Road, S.W.1. Vic. 2211. [0756/R

B. J. HUNTER, Ltd., offer:—

1952 Citroen 15 saloon, low mileage, fitted radio, heater, £850.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. W. MOTORS, Ltd., offer:—

1951 Citroen Light 15, one owner, low mileage, specially finished in metallic green, red leather upholstery, fitted special extras and heater; £795.

1950 Citroen Light 15, one owner, 11,000 miles, condition as new, finished metallic grey, red leather upholstery, fitted heater; £755.

1949 Citroen Light 15, moderate mileage, exceptional condition, latest specification, finished light maroon, red leather upholstery, fitted heater; £575.

H. W. MOTORS, Ltd., Walton-on-Thames 2404-5-6. [C2042

RICHARDS & CARR, always best value.

1950 Light 15, 16,000 miles, faultless and extremely smart; £695.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

JOHN S. TRUSCOTT, Ltd., for Citroen.

ONLY first-class examples are offered.

OUR stock usually includes several post-war Light 15 and 6-cyl. models, and is constantly changing; current details on application.

OFFICIALLY appointed Citroen agents; new models from stock.

EXCHANGES, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

1951 Citroen 15hp saloon, 6,000 miles; £875.

GORDON CARS (LONDON), Ltd., Gordon House, 375, Euston Rd., N.W.1. Eus. 6611. [C2023

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [5340

£425.—Citroen Light 15 1946 4-door saloon, new front transmission, really excellent mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1939 Citroen Light 15 super de luxe, guaranteed, £335; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1950 15hp Citroen de luxe saloon, colour black, beige leather, 27,000 miles; £675.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C4057

BRUTONS, Ltd.—1947 (March) Citroen Light 15, excellent condition, taxed year; £595.—15-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026

JACK ROSE, Ltd., offer: 1952 Citroen in black with red hide upholstery, mileage 9,000 odd, one owner, any examination, price £815; confidential terms and part exchange.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

1947 Citroen Light 15 sliding roof saloon de luxe green, red leather upholstery, built-in car heater, windtone horns, H.M.V. radio, an outstanding example of this famous model renowned for its extraordinary road holding stability and performance; £545.

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green. Speedwell 8692 or 5406. [C2019

TANKARD & SMITH, Ltd., offer 1949 Citroen 15 saloon, maroon with maroon leather, one owner, well maintained in excellent condition; £595; three months' written guarantee; also 200 guaranteed used cars of all makes.—194/198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

1947 Citroen Light 15 de luxe saloon, recellulosed black, in most exceptional condition throughout, interior upholstered in fawn leather, with new carpets to match, reconditioned engine fitted, tyres practically new, fitted heater; choice of two from £450, terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C5000

CITROEN enthusiasts: 1946 Light 15, grey, 9,000 since complete overhaul; extras include heater, radio, twin Solex carbs., hand and auto ignition control, Redex lubrocharger, accel. organ pedal, properly eng. tow bracket, heavy duty shockers (cost £22), plus 4 nearly new normal shockers; petrol and oil filters, radiator blind, sealed double dip head lamps, two wing mirrors, wheel discs and wing spats, spare engine (needs reconditioning); new car imminent; £425 for quick sale.—Box 6566. [1715

Citroen Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [0172/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Egar 5585 (5 lines). [W1000/R

CITROEN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

PERFORMANCE CARS urgently require Citroens.—Great West Rd., Brentford, Middlesex, Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

RICHARDS & CARR buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

KENTISH & THOMSON, Ltd., will always buy Citroens in good condition.—564-6, Wickham Rd., Croydon. Springpark 5477B. [C2047

CITROEN.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon. Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 3151-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists; all spares stocked; immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4865.—Citroen parts, reconditioned drive, trains 48-hr service. [9096

SHRIMPTON'S MOTORS, Ltd.—London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017.

CITROEN. We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr, all spares stocked. [0585/R

CONNAUGHT

L. F. WARD, Ltd.

1953 type L85R 2-seater Connaught, 1,500 miles only, car as new.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4045

DAIMLER

CAR MART, Ltd.

1952 Daimler 2½-litre Consort saloon, heater, 7,000 miles; £1,395.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

R. F. FUGGLE, Ltd.

1951 Daimler 2½-litre Consort saloon, heater, one owner, supplied by us new, finished in dual colour scheme; £1,270.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

TAYLOR & CRAWLEY offer:—

1952 Daimler Consort, 7,000 miles, one owner, as new; £1,475.

1952 Daimler special sports coupe, one owner, 9,000 miles, cream and black, beautiful condition; £1,775.

48, Kensington Court, W.8. Western 6015. [C4056

WARWICK WRIGHT, Ltd., offer:—

1952 Daimler 2½-litre convertible coupe, radio and heater, black, 4,000 miles; £1,695.

1952 Daimler 2½-litre Consort saloon, heater, maroon, 12,000 miles; £1,550.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1949 Daimler 2½-litre saloon; £895.

1948 Daimler 2½-litre saloon; £785.

GORDON CARS (LONDON), Ltd., Gordon House, 375, Euston Rd., N.W.1. Eus. 6611. [C2023

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre special sports coupe (1950), grey with red leather, radio, most attractive; £1,650.

DAIMLER 2½-litre Consort (1952), black with red leather, 4,000 miles only; £1,550.

DAIMLER 2½-litre saloon (1948), blue with blue leather, carefully used; £825.

DAIMLER 2½-litre saloon (1939), black with red leather, well maintained; £525.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service, 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4022

CHARLES CLARK & SON, Ltd., Chapel Ash, Wolverhampton (22247), Daimler distributors, offer:—

DAIMLER Consort, black with brown leather, one owner, 14,000 miles, immaculate.

1952 model Daimler Consort, green with green leather, one owner, 16,000 miles, most carefully used, exceptional condition. [1786

EL24 1937 limousine, smart, ready for the road; £475 o.n.o.—39, Nightingale Lane, S.W.12. Bat. 4051. [1951

1949 (November) Daimler saloon, one owner, 25,000 miles, black/green; £925.—Wray Park Garages, Reigate 2263. [1658

DAIMLER

HENDON CENTRAL GARAGE, Ltd., offer:

1939 Daimler 2½-litre saloon, taxed year, immaculate condition throughout; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8684-5. [C2054

1952 Daimler special sports coupe by Barker, beautiful specimen, fitted radio, heater, taxed, 9,000 miles.—Wealbridge 600. [C3025

GUY ALFREDS & Co., Ltd.—1949 Daimler 2½-litre saloon, in superb condition throughout; £—6-7, Warren St., W.1. Euston 3268. [C1005

DAIMLER 1937 Light Straight Eight saloon, beige/brown, 25,9, Park Ward; £450.—Jackson, 44, Westby Rd., Boscombe, Bournemouth. [1626

1948 Daimler Barker drop head coupe, 20,000 miles, one careful owner, exceptional condition, £890.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1938 model Daimler 2½-litre saloon, black, in original and brand new condition; £450.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 5066. [C1076

1947 Daimler 2½-litre saloon, colour black, excellent condition, one family ownership, 8,000 miles.—British & Colonial Motors, 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

425 gns.—Daimler 1939 2½-litre de luxe saloon, black, sliding head, grey leather, preselector, t.t.s., radio, heater, many extras, excellent condition, taxed; terms, exchanges.—Rowland Smith, below:—

175 gns.—Daimler new 15 1937 (registered 1939) 16.2hp special coachbuilt saloon, black, sliding head, blue leather, preselector, enclosed luggage boot, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

DEMONSTRATIONS by appointment, best facilities available for new and used Daimler cars.—Write or 'phone Ralph Clews at the old established Coventry Motor Mart, Ltd., London Rd., Coventry 2146. [0444

1947 (June) Daimler 2½-litre saloon, black, brown hide, heater and full equipment, one owner, 32,000 careful miles, an excellent example in all respects; £775, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

DAIMLER 2½-litre special sports coupe 1952, 6,000 miles only, price £1,700; cream and green coachwork by Barker in immaculate condition, a truly magnificent car for every occasion.—Apply Transport Manager, J. & J. Dyson, Ltd., Stannington, Sheffield. T.N. 44245. [1760

£2600.—Daimler, 6,000 miles, absolutely unmarked, list price was £5,905, 27hp 6 cylinder, Hooper limousine, black; electric division, grey leather upholstery, polished walnut fittings, cabinet, glass topped tables, radio, heaters, taxed year; superb luxury car; Coronation year's greatest bargain.—Peterborough Motors, Ltd., Peterborough. [1906

£495!!!—Daimler 7-passenger limousine, model EL24, first delivered and registered June, 1939, genuine one-owner car since new (original log book available), taxed privately during its entire life, in view of the history of this Daimler it is hardly surprising to find that its condition is quite exceptional, widest occasionals, winding division, etc.; first deposit secures this very outstanding bargain.

£1195!!!—Daimler Consort saloon, 1951; this car stands out as positively immaculate, its mechanical condition is practically impossible to fault; one private and fastidious owner has driven the car over a negligible mileage, extras include latest type H.M.V. Radiomobile, heater, etc.

£425!!!—Beautiful Daimler 2½-litre saloon, late 1939, fastidiously maintained by private owner, excellent coachwork and luxurious leather upholstery, very good mechanical condition.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

A & S Limousine, 1937, Daimler, EL24hp, partition, widest occasionals, 1950-condition, genuine 25,000, original private owner. Opportunity, £720.

LIMOUSINE, 1936/32hp, swept tail, partition, widest occasionals, black, delightful condition; £695.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006

Daimler Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1950 51 2½-litre special sports drop head coupe.—Details and price, Hosford, 131c, Battersea Bridge Rd., London, S.W.11. [1875

7-PASSENGER 1937/38/39 privately owned 24hp Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [W1009

H. F. EDWARDS urgently require good Daimler for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2005

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6145

REPAIRS, parts, reconditioned guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [0269

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0256/R

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460/R

DELAGE

BROOKLAND: Individuality, new and used cars.

1951 Series Delage D6 saloon, body by Letourneur Marchand, mileage 9,000.

103, New Bond St., London, W.1. Mayfair 8551-6. [C1009

SELBORNE (MAYFAIR), Ltd., offer 1959 D.6.75 saloon, in excellent order; £525.—82, Park St., W.1. Mayfair 4755. [1734

Delage Spares and Service

SELBORNES, World Concessionaires; engine and body repairs; parts supplied.—62, Park St., W.1. [0659/R

DELAHAYE

SELBORNES, sole concessionaires, offer on behalf of executors almost new 135 Delahaye sedanca coupe, only recently registered, 500 miles only, at greatly reduced price of 2,000gns.—62, Park St., W.1. [97[illegible]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Delahaye Cars Wanted

POST-WAR Delahaye wanted (drop head preferred) by private cash buyer.—Box 6653. [1845

Delahaye Spares and Service

SELBORNES, World Concessionaires: engine and body repairs; parts supplied.—62, Park St., W.1. [0660/R

DELLOW

1952 (September) Mark II Dellow, 4,000 miles; £550.—Padiham 247. [1795

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties; new and used Dellow cars available for immediate delivery.—33-35, East Dulwich Rd., London, S.E.22. New Cross 3456. [0610/R

Dellow Wanted

CHILTERN CARS require Dellow.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

D.K.W.

CHOICE of 4 D.K.W. cars, available in very nice condition.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

DODGE

1950 (Nov.) Earls Court show model, r.h. drive Coronet saloon, maroon, fluid drive, leather upholstery, press button radio, heater, one owner, really magnificent car; £1,475.

L. A. MITCHELL (MOTORS), Ltd., Dodge Distributors, 1, Balham Rd., S.W.12 (Bal. 2234). [1027

Dodge Cars Wanted

7-SEATERS, private 1938/39 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2491. [W1006

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362/R

DYNA-PANHARD

UNREGISTERED, works mileage 2,000 only, 750cc left-hand drive, 50 m.p.g., 75 m.p.h.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

FIAT

FOR Fiat enthusiasts

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mountview 5285. [0440/R

MAYFAIR GARAGES, Ltd.—Fiat, Fiat, Fiat, below.

MAYFAIR GARAGES, Ltd.—Late 1937 500 convertible coupe, navy blue, excellent condition throughout with first-class road performance, 3 months' guarantee, £195.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 convertible coupe, red, excellent condition throughout, 3 months' guarantee, £229.—Below.

MAYFAIR GARAGES, Ltd.—October, 1938, 500 de luxe convertible coupe, converted to all hand control for disabled person, smart and reliable car in excellent condition throughout, 3 months' guarantee; £245.—Below.

MAYFAIR GARAGES, Ltd.—June, 1938, 500 de luxe fixed head coupe, dark maroon and black, very carefully maintained and in outstanding condition, 3 months' guarantee; £265.—Below.

MAYFAIR GARAGES, Ltd.—1939 mode 500 2nd series de luxe convertible coupe, black, spot lights, excellent condition throughout, 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—April, 1939, 500 2nd series supercharged de luxe convertible coupe, black, very smart car with outstanding road performance, 3 months' guarantee, £295.—Below.

MAYFAIR GARAGES, Ltd.—Fully reconditioned 500 coupes in colours to customers' own choice, delivery now 4-5 weeks. 1st series; £315; 2nd series, £350.—Below.

MAYFAIR GARAGES, Ltd.—Over 20 guaranteed Fiats always in stock, all carefully prepared for lasting service by skilled mechanics; send for descriptive list, and copy of "The Autocar" Road Test Report.—Below.

MAYFAIR GARAGES, Ltd.—Fiat Sales and Service, Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats. 9-1. [C3009

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars."

500 model, 1939, 2-strs.; choice of three.—Fox & Nicholl, Lic Derwent 1122. [C3013

1951 500.C. coupe show model.—C. V. Rushmer, The Fiat Specialist, 39, Holland Park, W.11. Park 5731. [C3061

265 gns.—Fiat 500 1939 model convertible coupe, black/fawn leather, excellent condition; terms, exchanges.—Rowland Smith below.

225 gns.—Fiat 500 1938 model convertible coupe, gunmetal, red leather, new hood, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

FIAT 500, choice of three 1948 models, beautiful condition; from £325.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. [1501

1952 Fiat 1400 saloon, 4,000 miles, all extras, cost £1,875 last July, sacrifice; £1,275 o.n.o.; might consider smaller car part-exchange, private owner.—Victoria 5483 office hours or Esher 4144 evenings. [1546

ARCHIE SIMONS & Co., Ltd.—1939 Fiat 500 convertible coupe, grey and black, in excellent mechanical condition, a most attractive and economical car, late property of very enthusiastic owner; £255.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

Fiat Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Fiat Cars Wanted

FIAT in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

PERFORMANCE CARS urgently require Fiats.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136/R

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service/exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May. 3104-5. Open 9-6. Sats. 9-12. [0632/R

FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford 8hp Anglia saloon, black, carefully maintained car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Mddx. (Opp. Bus Depot.) [0099/R

ALLAN TAYLOR MOTORS, Ltd., offer:—

1939 Ford 8 saloon, in exceptional condition; £265.

HIGH St., Wandsworth, S.W.18. Tel Vandyke 4433 (5 lines). [1186

W. J. BROWN, Ltd., used Ford specialists.

1952 (April) Ford Anglia saloon, black, 11,000 miles; £455.

1951 (Sept.) Ford Anglia saloon, green, beige upholstery, loose covers, pass light, 7,000 miles, one owner, immaculate throughout; £455.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1949 Ford Anglia saloon, black and green, taxed year; £345.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3595. [C4050

1951 (October) Anglia, one owner, immaculate; £390.—54, Eversleigh Gardens, Upminster 5442. [1797

1950 (Oct., 1949) Anglia saloon, black, really immaculate and guaranteed; £375.—Campbell Symonds, Wembley 6262. [C1037

1947 Ford Anglia saloon, reconditioned engine, black with red upholstery, excellent throughout; £335.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C5004

1950 Ford Anglia, one owner, beige, with wireless and seat covers, taxed for the year; £350.—Haskins, Ladbroke 1155. [C3027

1948 Ford Anglia, black, excellent condition; £300.—The Goldings Park Motor Co., Ltd., London Rd., Basingstoke. Bas. 241. [1968

1951 (December) Ford Anglia saloon, black, immaculate condition; £415.—E. L. Mendel, Ltd., 85, Great Portland St., W.1. Lan. 2261-2. [C3067

1952 (April) Ford 8 saloon, black, 4,700 miles, taxed; £495.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [C4029

1937 (model) Ford 8 saloon, bargain; £165.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9. [C2024

1947 Ford Anglia saloon, excellent condition, guaranteed; £295; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington. Park 9794. [C3034A

NAYLOR & ROOT.—1951 Ford Anglia, beige, red (reg. Oct., 1951), low mileage; £435; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1951 (September) Ford Anglia saloon, beige with red and fawn leather, one owner, very low mileage, guaranteed; £425.—Griffin's Garage, Ltd., Weybridge 1401. [1895

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

1951 (June) Ford Anglia, black, seat covers, spot-light, condition as new, maintained as factory spare vehicle, 10,000 miles only; £410; transport dept.—Teleflex Products, Ltd., Chadwell Heath, Essex. [1719

375 gns.—Ford Anglia 1950 saloon, black, red leatherette, one owner, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

TANKARD & SMITH, Ltd. offer 1952 Ford Anglia saloon, black with brown upholstery, one owner, speedometer reading 10,000, showroom condition; £485; three months' written guarantee. Also 200 guaranteed used cars of all makes.—194/198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

PRIDE & CLARKE, Ltd., 1931 Ford Anglia saloon, black/beige leather, low mileage, excellent condition, £409; 1948, black/brown, green or red leather, choice three from £309; 1947, black/brown or red leather, choice two at £289; three months' guarantee; terms, exchanges; lists, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Eight Cars Wanted

FORD 8 saloon required. Prefect considered: about £150.—Durngate House, Winchester. [W1010

Ford Eight Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1952 Ford Prefect saloon, green, leather, loose covers, spot lamps and heater, 8,000 miles only, genuine car.

1950 Ford 10hp Prefect saloon, grey, loose covers, new engine and tyres fitted, ready for immediate use.

THESE cars are available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

1952 Ford Prefect saloon, 6,000 miles; £565.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

H. BEART & Co., Ltd., offer:—

1951 (October) Ford Prefect de luxe saloon, black with red upholstery, genuine mileage only 8,000 and like brand new throughout; £545.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

WARWICK WRIGHT, Ltd., offer:—

1952 Ford Prefect saloon, heater, green, 1,900 miles; £635.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Prefect, black/hide, £500.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 5388; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4621. [C1066

£265.—Ford Prefect 4-door, 1939, one owner, taxed.—St. Albans 2050. [C2012

1947 Ford Prefect 4-door saloon, one owner, black/red leather; £345.

READ BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C5044

1951 (March) Ford Prefect, black, 23,000 miles, one owner; £480.—Below.

1951 (May) Ford Prefect saloon, black, fawn leather, genuine 18,000 miles, one owner, excellent condition throughout; £495.—Robbins, East Putney. Tel. 4561. [1543

£425 Ford Prefect saloon, 1949, black, engine just decarbonised, one owner, regularly maintained.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1950 Ford Prefect roadster, coachbuilt, excellent condition, 18,000 miles; £375, instalments.—Putney 6623 evening. [1689

1949 Ford Prefect saloon, one owner, perfect condition; £425.—S. F. Erskine & Sons, Ltd., Woking. Woking 330. [1154

1953 Ford Prefect, fawn, brown leather, under 1,000 miles; exchange considered.—Prickers of Holland Park. Park 5077. [C2051

1952 Ford Prefect, guaranteed mileage 6,000, perfect; £525.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0515. [C2014

1951 Ford Prefect, mileage 16,000, one owner, beige.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 6638. [C4059

1946 10hp Ford, splendid mechanical order, immaculate in appearance; £325.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1951 Prefect saloon, beige brown leather, 4,900 miles only, quite as new; £535.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

1938 Ford 10 4-door saloon, one owner, immaculate, reconditioned engine; £250.—Ace of Spades, Gt. West Rd., Hounslow 5476 (Osterley Station Tube). [4898

ARCHIE SIMONS & Co., Ltd.—1949 (Sept.) Ford Prefect saloon, colour black, brown leather upholstery, nominal mileage, virtually as new; £465.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1939 Ford 10 4-door saloon, present engine 5,000 miles, excellent mechanical condition, reupholstered, loose covers, very good tyres; £245.—Wimbledon 1789 after 6.30 p.m. [1835

1949 (September) Ford 10hp 4-door saloon, mist green, loose covers, spotless condition; £400.—Ramshill Garage, Rootes Group Distributors, Petersfield, Hants. Tel. Petersfield 186. [1744

475 gns.—Ford Prefect 1950 saloon, r.h.d., export model, black, brown leather, bench-type front seat, one owner, small mileage, good tyres, spare unused, exceptional condition; terms, exchanges.—Rowland Smith, below.

365 gns.—Ford Prefect (November, 1948) saloon, black, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1947-8 Ford 10 Prefect de luxe saloon 4-doors, finished in unmarked black with brown real leather interior and carpets to match, fitted heater, fitted chrome Lucas "Flamethrower" and wide-beam passlamps, works engine fitted 1952, taxed for the year, excellent tyres, a really excellent example; £550, terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

1952 Ford 10hp Prefect 4-door saloon, 17,000 miles only, taxed, host of extras; 5 months' written guarantee.—Chain Garages (Sales), Ltd., Hanger Lane, Junction Western Avenue, Ealing, W.5. Per. 4404-5. [C1045

FORD 10 de luxe, in excellent condition, recellulosed, leather upholstery, in top condition and mechanically perfect, fitted with new Armstrong shock absorbers; nearest offer £190.—128, Graham Rd., Wimbledon. [1807

Ford Ten Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3454. [0174/R

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

£475 cash waiting for best Ford 10 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

WHY accept less for your Ford Prefect when you get its full market value from Ferraris of Crickelwood, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

FORD CONSUL

TOM GARNER, Ltd. offer:—

1952 Ford Consul saloon, black with beige upholstery, 4,000 miles only; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7 [C2020

JARVIS & SONS, Ltd., offer:—

1952 (Nov.), latest type, green with brown leather upholstery, heater fitted, 2,000 miles only, literally as new, taxed year; £745.

MORRIS House, Morden Rd., S.W.19. Liberty 8221. [1874

WARWICK WRIGHT, Ltd., offer:—

1951 Ford Consul saloon, black, heater, 7,000 miles; £750.

1952 Ford Consul saloon, opal blue, radio and heater, 10,000 miles; £775.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ALLAN TAYLOR MOTORS, Ltd., offer:—

OCT., 1951, Ford Consul saloon, radio and heater, low mileage, excellent condition; £675.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [9589

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1951 Ford Consul, black, radio; £650.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 & 12, Sanger Rd., Catford, S.E.6. Hither Green 4821. [C1066

FORD Consul 1951 (July) black, radio, heater, leather, genuine 8,500 miles; £710 or near offer; owner Army officer, transferred Far East, seen London.—Tel. Fulham 2105, 10-2 p.m. [1515

1952 Ford Consul, radio, heater, first-class condition; £740.—J. Davy, 180/182, Kensington High St., W.8. Western 9641, and 215, Brompton Rd., S.W., Kensington 1108. [C1069

1951 (September) Consul, radio, heater, one owner, 13,000 miles; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1951 Consul saloon, radio and heater, seat covers, 9,000 miles, nice condition throughout.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

PRIDE & CLARKE, Ltd.—1951 Ford Consul saloon, blue/brown leather, heater, radio, loose covers, low mileage; £649; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD ZEPHYR

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hillside 4444.

1951 Ford Zephyr saloon, green, leather upholstery, one owner.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hillside 4444. [C3042

DAGENHAM MOTORS, Ltd. Ford Main Dealers.

1951 Ford Zephyr, green, radio; £725.

1951 Ford Zephyr, green, radio, heater; £695.

56 Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 & 12, Sanger Rd., Catford, S.E.6. Hither Green 4821. [C1066

1953 (March) Ford Zephyr saloon, 1,000 miles; cost price.—Weybridge 600. [C4025

1953 Ford Zephyr saloon de luxe, heater, radio, leather, Ace Rimbellishers, seat covers, 2,000 miles; also

1952 (Sept.) Ford Zephyr saloon de luxe, heater, leather, seat covers, etc.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525/6. [C2028

Ford Zephyr Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

(FORD V.8)

CAR MART, Ltd.

1950 Ford Pilot saloon, radio, heater, guaranteed; £555.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1089

1951 series Ford Pilot saloon, exceptional condition.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

FIRST registered 1946 Ford V8 91A not ex-W.D., good throughout; £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

FORD (V.8)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Pilot saloon, black, leather, loose covers, spot lamps, link mats and other extras, carefully maintained car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire Purchase Specialists.

1939 Ford V.8 91A coupe, immaculate, maroon coachwork, leather interior, excellent hood, mechanically sound throughout; 279gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

SCOTT CARS offer

1950 (October) Pilot, radio, heater, 12,000 miles only, has to be seen and driven, as brand new; £595.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-8676. [C4016

RUSSELL MOTORS offer:—

1950 Ford Pilot, one owner, many extras, black/brown leather.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane Sq., S.W.1. Tel. Sloane 9286. [C3060

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1949 Ford Pilot, black hide, recond.; £495.

56 Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 & 12, Sanger Rd., Catford, S.E.6. Hither Green 4821. [C1066

1951 Pilot, black, cloth upholstery, loose covers, fitted wireless, heater, 17,000 miles only; £535.

DOUGLAS CAR SALES, 506/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

£225.—Ford V.8 1939 22hp 4-door saloon, excellent cellulose, reconditioned engine 1952; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. [C1017

1951 Ford Pilot, one owner, 10,500 miles, showroom condition; £500 or near.—Vickerys Garage Ilfracombe. Tel. 80. [C905

1951 Pilot saloon, blue with blue leather, fitted heater, nominal mileage, beautifully maintained throughout; £550.—Robbins, East Putney. Tel. 4581. [1555

FORD Pilot, 1949, blue, radio, heater, new engine just fitted and thoroughly reconditioned throughout, exceptional car; £525.—Campbell Symonds, Wembley 6262. [C1037

£165.—Ford V.8 30hp 1936 d.h. coupe, reconditioned engine, good tyres, leather upholstery, new battery.—Raybern Cars, Ltd., 30, Upbrook Mews, Craven Rd., Paddington 0585. [1871

AMERICAN Ford V.8 Customs (registered May, 1951) 4-door saloon, black, radio and heater, low mileage.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4854. [C4028

£285!!!—Rare and beautiful Ford V.8 30hp de luxe saloon, bodywork magnificent, interior leather spotless, Ace Rimbellishers and chromework make this vehicle a real eyeful, the finest we have had; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finsley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

495gns.—Ford V.8 Pilot (November, 1950) saloon, black, brown leather, radio and heater, twin passlights, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

FORD V8 30hp, reg. 23/4/38, foursome d.h. coupe, reconditioned engine, excellent tyres, brakes relined, extras include H.M.V. press-button radio, special Lucas head lamps and spot, wind tone horns, seat covers, etc.; whole car in specimen condition throughout and needs only to be seen; £275.—Mills, 24, Robert Adam St., W.1. Welbeck 9518. [1877

Ford V.8 Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—690, Euston Rd., N.W.1. Euston 1919. [0175/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

UTILITY—FORD OR OTHER BODIES

1937 Ford V8 Dagenham-built utility, excellent condition; £285.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1947 Ford 10, fitted with Martin Walter Utilecon body, carefully maintained; £525.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5670. [C1014

FORD Mercury 5-seater station wagon, first registered in 1948, right-hand drive, most beautiful maple wood body, excellent condition throughout; £575.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [4056

AMERICAN FORD

1947 Ford Mercury, r.h.d., 40,000 miles, 4-door black de luxe saloon, leather upholstery, magnificent condition; £550.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0749/R

Ford Miscellaneous Cars Wanted

R S

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

W

HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [W3042/R

FORD in good condition for cash.—Tel. Valentine 3098 or 4674. [W2018

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767 [0825/R

I REQUIRE low mileage Zephyr or Consul.—30, Rycroft Rd., S.W.16. Tulse Hill 2768. [W2057

£700 cash waiting for best Zephyr or Consul or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

H. F. EDWARDS urgently require good Ford for immediate cash; distance no object. Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2005

CARR BROS. GARAGES, at any depot, 21, Soho Sq., W.1 (Ger. 6678/9); Putney Bridge Ser. Stn., S.W.6 (Ren. 6393); Airways Garage, opp. London Airport (Hou. 4606); or Head Office, Purley, Surrey (Uplands 4812-5). [W1041

Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0535

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18

MAIN Ford dealers.

LARGE stock of genuine Ford parts

VANDYKE 4433 (5 lines). [0514/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2253), main Ford dealers; service and all spares [0093/R

F. H. PEACOCK, Ltd., Ford main dealers, comprehensive stock of spares for all Fords and Fordsons; genuine Enfo recondition engines, 8, 10 and 30hp always available from stock.

219/221, Balham High Rd., S.W.17. Tel. Balham 4501; also at Foord Rd., Folkestone 51222. [0406/R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models, Ford reconditioned engines, reconditioned BB engines, etc.—V. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). And 66, High St., East Ham, E.6. Grangewood 1150. [C5062/R

FRAZER NASH

1950 Frazer Nash Le Mans Replica, one owner, little raced, total mileage only 14,000, fully equipped for touring or Trials work, details on request; price £1,400.—Frazer Nash Cars, Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

Frazer Nash Cars Wanted

CHILTERN CARS require Frazer Nash.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

WELLINGTON GARAGE (HANWELL), Ltd., offer:—

1937 type 40 Frazer Nash-B.M.W. cabriolet, very good condition; £195.—162, Uxbridge Rd., Hanwell, W.7. Waxlow 4091. [1894

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C5041/R

328 Frazer Nash-B.M.W. Grand Prix 2-seater, recently purchased A.F.N., Ltd.; immaculate condition; £750.—Arc. 5617 10.30 a.m.-3 p.m. [1752

1939 Frazer Nash-B.M.W., type 326, l.h.d. 4-door saloon, with loose covers, immaculate car, bargain, £560.—Autono, Ltd., Hampstead 5450. [1857

FRAZER NASH-B.M.W., Dec., 1955, 1½-litre Type 55 2-seater sports, excellent condition throughout, terrific performance; £290 or offers.—J. Lord (Wool Combs), Ltd., Beckside Rd., Lidget Green, Bradford. [1686

195gns.—Frazer Nash-B.M.W., 1956 2-litre Type 45 convertible saloon, maroon, red leather, very good condition; choice of four F.N.-B.M.W.s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Frazer Nash-B.M.W. Cars Wanted

BARTLETT will pay more for Frazer Nash-B.M.W. cars.—27a, Pembridge Villas, W.11. [W1011

CHILTERN CARS require Frazer Nash-B.M.W.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CARR BROS. GARAGES, West End Depot (21, Soho Sq., W.1). Ger. 6678/9, is keenly interested.—Call, write or 'phone. [W1041

HEALEY

1951 model Healey sports sal., mistletoe green, beige upholstery, H.M.V. radio, absolutely immaculate, 15,000 miles, taxed, £1,150.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5555. [C4029

1951 Healey Tickford saloon, low mileage, fitted heater, pewter blue, grey upholstery, superb condition, taxed; £1,025, or near offer.—Malcolm Motors, Ltd., Broadway, Leigh-on-Sea. Leigh-on-Sea 78293. [1859

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HEALEY

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 461-2, offer:—

1952 Healey Tickford saloon, grey, red leather, heater, radio, windscreen washers, one owner, works maintained, as new; £1,500.

1952 (Nov., '51) Healey Tickford saloon, bronze, red leather, heater, windscreen washers, one owner, immaculate, just checked over by works; £1,175.

1951 (April) Healey Tickford saloon, maroon, beige leather, heater, radio, excellent condition throughout, just checked over by works; £1,075.

1948 (Aug.) Healey Duncan saloon, metallic grey, beige leather, heater, excellent order; £750.

ALSO for immediate delivery, new Healey Abbott coupe and 3-seater convertible (Alvis engine). [C1001

BROOKLANDS: sole concessionaires, Healey, still the world's fastest 4-seater saloon.

1952 Healey Tickford saloon, 9,600 miles, heater.

1951 Healey Tickford saloon. ne owner, radio.

1950 Healey Silverstone sports 2-seater, extras.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

£850—Healey sports saloon 1948, modified A type chassis, first registered 1952, genuine 5,000 miles, cream and red hide, 100% in every respect.—TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 5593 [C4050

1951 Healey Abbott drop head foursome coupe, in new condition, fitted H.M.V. radio, heater, small mileage, taxed year; £1,150, exchange considered.—Southwinds, Smugglers Walk, W. Worthing. Goring-by-Sea 42151. [C4027

ROSE & YOUNG, Ltd., offer 1951 Healey Tickford saloon, low mileage, fitted H.M.V. radio and loose covers, immaculate, maroon; £1,045.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057

1951 Healey Tickford saloon, fitted radio, heater, screen-washers, immersion heater, many other extras, cellulose unmarked, mechanically perfect, recently checked at works, 4 new Dunlops, absolutely faultless in every way, any examination; £1,100 or near.—D. Parker, Leigh Lodge, 22, Higher Drive, Banstead, Surrey. Ewell 1681. [1865

Healey Cars Wanted

SILVERSTONE wanted for cash.—Valentine 2098 or 4674. [W2018

BARTLETT—Healey Elliott saloon urgently required.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR buy dealeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

HILLMAN 10

DICKS.

1947 Hillman Minx saloon, country owner, little used; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1950 Hillman Minx Phase IV saloon, guaranteed; £545.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

G. W. WILKIN, Ltd., offer:—

1946 Hillman Minx saloon, black-brown; £350.

1946 Hillman Minx drop head coupe, grey/blue; £375.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [N4053

WARWICK WRIGHT Ltd., offer:—

1952 Hillman Minx Mark V saloon, green, radio and heater, 8,000 miles; £745.

1952 Hillman Minx Mark V convertible coupe, heater, grey, 11,000 miles; £725.

1952 Hillman Minx Mark V saloon, claret, 7,000 miles; £715.

1951 (Dec.) Hillman Minx convertible coupe, black, 11,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1951 Hillman Minx drop head coupe, one owner, black, red leather, 12,000 miles.

RIPCO, Ltd. (Hillmans Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

£775—1953 (February) Hillman convertible, blue, beige upholstery, under 500 miles.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1938 model Hillman Minx, modern extras, full particulars.—Tel. Kings Langley 3565. [1802

1949 Hillman Minx black saloon, extras, one owner; £485.—Walton-on-Thames 2017. [1726

£375—Hillman Minx saloon, 1946, black, brown leather upholstery, Gallay heater, recommended car.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1940 Hillman Minx 10 saloon, black, green leather, new battery, taxed, very sound car; £265.—37, Etheldene Ave., N.10. Tudor 2425. [1910

MARK V Hillman Minx foursome coupe, works mileage, immediate delivery, list price.—Rootes, Ltd., 129, Deansgate, Manchester. Tel. Blackfriars 6677. [1753

1951 (Jan.) Hillman Minx saloon de luxe, 11,000 miles; £645; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.)

ARCHIE SIMONS & Co., Ltd.—1947 Hillman Minx saloon, an excellent example of this very popular model; £355.—94, Gt. Portland St., W.1. Lan. 1345. [C4013

1952 Hillman Minx, beige with red leather, taxed year, genuine 8,900 miles, one owner; £695.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1947 Hillman Minx saloon, black, immaculate, fully guaranteed; £395. Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2288 or Euston 7811. [C4011

HILLMAN 10

CAMDEN MOTORS.—Hillman—see full page advert. on page 46 in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1948 Hillman Minx drop head coupe, replacement engine, radio, heater; £425.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

495 gns.—Hillman Minx 1949 Phase III saloon, fawn, red leather, heater, many extras, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

125 gns.—Hillman Minx 1936 saloon, gunmetal, blue leather, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1952 Minx saloon, radio, heater, seat covers, 8,000 miles, a nice car.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1952 Hillman estate car, one owner, mileage 17,000, unscratched and unmarked, taxed year; £725.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431/2. [C3011

£225—1957 Hillman 10 drop head foursome coupe, in really attractive condition throughout; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

JACK ROSE, Ltd., offer 1953 Hillman Minx convertible in grey, black hood, leather upholstered, registered March and guaranteed 210 miles only; accept £765.—Stafford Rd., Wallington, Surrey. Wallington 6677 8. [C3056

1952 (Nov.) Hillman Minx Mark V saloon, run 4,666 miles, colour green, complete with heater, loose covers, discs, extremely well maintained throughout; £750 or part exchange.—E. J. Baker & Co., Ltd., Dorking 3822. [1936

COUPE Phase V, green with beige leather, cloth hood, heater, fog lamp, mileage 6,970, perfect condition, licenced year, price after budget value, seen Kintbury garage.—Tel. Kintbury 220, or write owner Delarue, Inkpen Common, Newbury. [1784

1951 Hillman Minx saloon, black and chromium with beige leather, a really immaculate one-owner car, thoroughly recommended, written guarantee; £625; terms, exchanges.—H. P. Edwards, 200, Great Portland St., London, W.1. Langham 0012. [C2003

£400!!—1946 Hillman Minx saloon, all-leather upholstery, not cloth, late owner a schoolmaster who has preserved car in really magnificent original condition, also two 1949s, all privately owned and under 26,000 miles.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

PRIDE & CLARKE, Ltd.—1952 Hillman 10 convertible, black/beige leather, 11,000 miles, one owner, £669; 1951 saloon, fawn/brown leather, heater, one owner, £589; 1950, black/brown leather, one owner, radio, £569; 1949, grey/red or black/grey and brown, heater, radio, choice two from £489; 1947, beige/brown cloth and leather, £379; 1946, drop head coupe, grey/red leather, £359; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

HILLMAN 14

GUY ALFREDS & Co., Ltd.—1939 Hillman 14 saloon, carefully used, good order.—6-7, Warren St., W.1. Euston 3268. [C1005

1938 Hillman 14hp saloon, excellent condition, £200.—Apply 29, The Colonnade, Russell Sq., W.C.1. Terminus 6193. [1341

£245!!!—First registered 1947, 1940 Hillman 14 saloon, perfect mechanically, taxed, exceptional value!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

Hillman Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0871/R

R

S

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

I REQUIRE low mileage Minx.—50, Ryecroft Rd., S.W.16. Tulse Hill 2768. [W2037

£650 cash waiting for best Hillman or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Hillman Minx.—May 3051. [W3043

WHY accept less for your Hillman Minx (1948 preferred) when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

BIRMINGHAM and Midlands.—Low mileage Hillman 10 modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham and Lower Temple St., Birmingham 2. [0088/R

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0337

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1185. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438/R

HISPANO-SUIZA

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

Hispano Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [7544

HOTCHKISS

1949 Hotchkiss 3½-litre 4-door saloon, showroom condition, one owner, 31,000 miles; offers around £1,100.—Vigilant 7326, evenings. [1924

£285.—Hotchkiss Paris-Nice 4-seater fixed head coupe, recent overhaul, almost new tyres, re-upholstered, very smart.—Richards & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

H.R.G.

1949 H.R.G. 1500, exceptional condition throughout, recent manufacturers' overhaul, B.R.G., extras; £625.—Box 6624. [1830

H.R.G. 1500, 1950, speedo. reading 12,000 miles, as new throughout; £675; terms & exchanges.—Chadneys, 25, Watford Rd., Kings Norton, Birmingham. Tel. Kin. 2627. [1806

H.R.G. ENGINEERING Co., Ltd., for makers spares, repairs and service; works reconditioned cars also available.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4489. [0570

H.R.G. Cars Wanted

CHILTERN CARS require H.R.G.—Ila, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

REQUIRED immediately, good H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

HUDSON

1935 Terraplane 16.9hp drop head coupe, taxed; £100 o.n.o.—Tel. Watford 6885. [1782

1936 Hudson 28 drop head coupe, guaranteed; £150; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

£295.—Hudson 17 saloon, 1939, steering column control, engine overhauled, fitted radio, good tyres, blue, grey leather.—Raybern Cars, Ltd., 30, Upbrook Mews, Craven Rd., Paddington 0385. [1870

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers, Wembley 8691/5903. [W4015/R

METCALFE & MUNDY, Ltd., will buy your Hudson car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0861/R

MANCHESTER.—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4361-7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [0516/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins Twickenham [0568/R

HUMBER

CAR MART, Ltd.

1951 Humber Super Snipe saloon, radio, heater, guaranteed; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

SCOTT CARS offer:—

1951 Humber Super Snipe, radio, heater, in outstanding condition; £850.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/6676. [C4016

WARWICK WRIGHT, Ltd., offer:—

1952 Humber Super Snipe saloon, grey, 5,000 miles; £1,195.

1952 Humber Hawk saloon, black, 9,000 miles;

1951 Humber Super Snipe saloon, dark green, 12,000 miles; £995.

1951 Humber Super Snipe saloon, heater, bronze, 8,000 miles; £1,045.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1951 Humber Super Snipe, heater, radio, screen washers, immaculate condition; £885.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1950 S. Snipe touring saloon; £785.—Below.

1951 S. Snipe saloon; £880.—Below.

1952 S. Snipe saloon, 3,000 miles; £1,125.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Humber Super Snipe, radio, heater, bronze and red leather; £950.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057

1938 Humber Pullman limousine, 7-passenger, partition, forward occasionals; £275.—Edg. 5601. [1928

1952 Humber Hawk, black with beige leather, heater, 13,000 miles, very good all-round condition; £925.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1952 (Aug.) Super Snipe saloon, black, fawn leather, heater, 2,000 miles, as new; £1,150. —Below.

1951 (July) Imperial 7-seater saloon, 8,000 miles, almost as new; £1,375.—Robbins, East Putney. Tel. 4581. [9600

BRUTONS, Ltd.—1947 Humber 18 saloon, grey; £450. —13-14, Osten Mews, Emperors Gate, S.W.7. Freemantle 0342. [C1026

1952 Humber Hawk saloon, metallic grey, red leather, 9,000 miles, spare unused; £925.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C4057

1951 Humber Super Snipe, bronze, red leather, radio, heater; £875.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [C3014

1950 (July) Humber Hawk, black/brown leather, sun roof, 20,000 miles, one owner; £675.—Clarke & Simpson, 75-79, Cadogan Lane, S.W.1. Tel. Sloane 4727. [C1046

1951 (April) Humber Imperial saloon, black, fawn leather, heater, low mileage, showroom condition.—Ray Powell, Ltd., Leytonstone. Tel. Ley. 3366 and Val. 3468. [1708

HUMBER Pullman 7-seater limousine, unregistered, very slightly shop soiled, specially reduced price.—Auto Garage, St. James' Buildings, Gallowgate, Newcastle-on-Tyne. Tel. 27245. [1688

1950 Humber Pullman, exceptional condition, 17,700 miles guaranteed maintained throughout regardless of expense.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

£195 —1939 Humber Super Snipe 27hp semi-razor-edge 4-door sports saloon, unrepeatable bargain; £70 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1953 Humber Hawk saloon, steel grey with red leather, complete with heater, rubber mats, cigarette lighter, mileage 2,000 only; £1,125.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [C3055

95 gns.—Humber 16/60 1934 saloon, blue, blue leather, two spare wheels, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

HUMBER Pullman 7-passenger limousine, coachwork by Thrupp & Maberly, unregistered, shop-soiled only; reduced price £1,875; illustrated catalogue on request; would consider two cars in exchange.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [C3055/1

HUMBER Super Snipe saloon, August, 1952, delivery, black with red leather interior, 8,900 miles only, one owner, fitted heater and spot lights, taxed, condition as new; special offer, £995.—E. J. Baker & Co., Ltd., 180, High St., Guildford. Tel. Guildford 3341/2. [1882

1953 (April) Mark IV Super Snipe saloon, 600 miles only, crystal green, fawn upholstery, heater and radio, £155 under list price; this is the Blue Riband o.h.v. engine model; terms, & exchanges.—Kendall, 1, Sewall Highway, Coventry. Tel. Walsgrave 2555. [1792

£365 !!!—Humber Special sports saloon by Mulliner, semi-razor edge, magnificent motor car with the looks and lines of a £1,000 vehicle, 1939 series but definitely with post-war looks and performance, ideal for caravanning; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

A & S Limousine, 1950, partition, forward occasionals, leather throughout, heater, mileage 19,000, black, privately owned, opportunity, £1,150.

LIMOUSINE, 1951, partition, forward occasionals, leather throughout, radio, heater, mileage 6,000, opportunity, £1,285.

IMPERIAL 1950, 7-passenger Saloons, radio, heater, original owner, meticulously maintained, bargain, £1,045. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Humber Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Humber cars.—520, Euston Rd., N.W.1. Euston 1212. [0872/R

RROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3335.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

RROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

RROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HUMBER in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

I REQUIRE low mileage Hawk.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768. [W2037

Humber Cars Wanted

CA. PETO, Ltd., 42, North Audley St., W.1, wish to to purchase immediately late model Humber Hawk. Mayfair 3051. [W3043

1949 51 Humber Pullman limousines wanted.—Particulars, mileage and price, to Woodall Nicholson Ltd., Wet Lane Halifax. Tel. 4251. [0330/R

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd. 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

7-PASSENGER 1950/1/2 Limousines and Imperial Saloons required immediately; details please. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0555/R

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. [0780/R

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

INVICTA

INVICTA 4½-litre sports 4-seater, immaculate condition; £525.—Kiddeys Garage, Harberson Rd., S.W.12. Balham 2551. [1681

JAGUAR

HHENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 5454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 5477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

ACRES offer:—

1949 late Jaguar Mark V saloon, finished in black with brown leather upholstery, many extras including heater and radio, speedometer reading 21,000, beautifully kept and maintained and practically indistinguishable from brand new; first £925 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd

1950 Jaguar 3½-litre Mark V saloon, radio, guaranteed; £950.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

SCOTT CARS offer:—

1950 Jaguar Mk. V, radio, heater, 22,000 miles, beautiful condition throughout; £895.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

RUSSELL MOTORS offer:—

1947 3½-litre Jaguar saloon, 47,000 miles only, radio and heater, one owner since new.

ANY trial or examination.

ARUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

SLOCOMBES, Ltd., Willesden 4869.

XK120 —Once again we have the choice of two XKs, which we are proud to offer for sale; we have the fullest confidence in either of these cars having chosen them from the many, and having checked them in our own workshops since arrival.

1951 in green with green leather at 8,649 miles, with many extras.

1951 in black with beige and red leather, at 11,231 miles, with extras, including dual exhausts.

MR. T. P. DAW will be pleased to handle your enquiry personally.

WE close at 7.30 p.m.

WRITE, call or 'phone, Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

H. A. SAUNDERS, Ltd., of Worcester.

1951 Jaguar Mk. VII saloon, Polychromatic blue with blue leather, 10,000 miles only by one careful owner; £1,650.

AUSTIN House, Worcester. Tel. 2368. [C4005

WANSTEAD MOTORS, Ltd., offer:—

1948 2½ Jaguar, black with brown leather, heater and radio, car in immaculate condition throughout; £585.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

BROOKLANDS: Individuality, new and used cars.

1952 Jaguar Mark VII saloon, many extras.

1951 Jaguar XK120, mileage 17,000, radio.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

!!!—See Triumph Car Column.—Harrowside Motors (Bpl), Ltd. [1865

JAGUAR

LAMBS Finchley Showrooms for Jaguars.

£945 !!!—1950/1 Jaguar Mark V de luxe saloon, spotless condition, small mileage.—Below.

£695 !!!—1949 Jaguar 3½-litre de luxe saloon, in as new condition, this vehicle is magnificent, you must see it.—Below.

£545 !!!—1947 Jaguar 3½-litre de luxe saloon, a very beautiful car, at reasonable price.—Below.

£545 !!!—Jaguar 1½-litre de luxe saloon, 1947 model, choice, also 2 others; 3 months' guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2053

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Jaguar Mark VII, black and brown leather, 8,000 miles; £1,750.

1952 Jaguar Mark VII, green with green leather, 5,000 miles; £1,785.

1950 Jaguar Mark V saloon, 17,000 miles, radio, fitted suitcases; £995.

1946 Jaguar 3½-litre sal., grey and red leather; £495.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1946 1½-litre Jaguar special equipment saloon, black, brown leather upholstery; £495.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [C1021

1936 Jaguar 2½-litre saloon, excellent.—Autowork, Ltd., Winchester. Tel. 4834. [C1010/1

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2, offer:—

1951 (Oct.) Jaguar Mark VII saloon, black, red leather, heater, 4,000 miles, as new throughout; £1,695.

1950 (June) Jaguar Mark V saloon, black, beige leather, heater, radio, low mileage, in beautiful order; £950. [C1001

CAMDEN MOTORS.—Jaguar; see full-page advert. on page 46 in this issue.

CAMDEN MOTORS, Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

XK120 low mileage, 1951 type, quite exceptional condition.—Finchley 1352. [1922

1951 Jaguar Mark V saloon, one owner, heater, outstanding condition throughout; £1,045.

RIPCO, Ltd. (Jaguars Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3057

1949 Mark V Jaguar 3½-litre saloon, new condition.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

1950 2½ Mk. V saloon, superb condition, 22-23 petrol, buyer's fare, hotel expenses paid; £845, no offers.—Captain Bridge, Kirtlington, Oxford. [1693

1951 Jaguar 3½, black/red leather, 12,000 miles, one owner, spotless; £1,095.—Cyril Sheppard, Car Sales, Sonning 2345. [1560

£365 —Jaguar 1½-litre 1939 d/h coupe, excellent cellulose, interior, overhauled throughout, choice 2. Many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1948 3½-litre Jaguar, as new; £675; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2033

1948 Jaguar 1½-litre, reconditioned engine, excellent condition throughout; £550.—Wembley Court Motors, High Rd., Wembley. Wembley 6767/8. [C4059

1948 (late) 2½-litre saloon, black with brown leather, excellent condition, carefully maintained; £550.—Moor, 74, Worcester Rd., Sutton, Surrey. [1916

1½-litre (12hp) Jaguar, 1936/7 black green leather, recent extensive overhaul, condition much above average; £265, o.n.o.—Harrow 9127 evenings or week-end. [1644

COMPETITION Model 100 1938 3½, red with red leather, grey hood and tonneau cover, almost as new, lengthy storage.—Speedsters, Ltd. (See Sports Car column.) [C4020

1951 Jaguar Mk. V saloon, 10,000 miles, radio, heater, covers, magnificent condition; £1,125. —Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0591/R

1948 Jaguar 1½-litre S.E. saloon, black/brown leather, H.M.V. radio, Ace discs, delightful, £645.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [C2057

1949 Mark V Jaguar 3½-litre saloon, black, many extras, wireless, heater, nominal mileage, as new; £850.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

1951 Mark V 3½-litre Jaguar saloon, nominal mileage, black, brown leather, radio, one owner, outstanding condition throughout; £1,050.—Beardmore, 26, Queensway, W.2. Bayswater 0156. [C1015

1950 (Jan.) 3½-litre Mark V Jaguar saloon, black with brown leather, radio and heater, nominal mileage, one owner, car in excellent condition throughout; £895.—Robbins, East Putney. Tel. 4581. [1892

£325 —1948/9 (August) Jaguar 2½-litre drop head foursome coupe, a very fine example of this extremely popular car; £125 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1952 (May) Mark VII Jaguar 3½-litre saloon, black, brown leather, one owner, 7,000 miles, immaculate; £1,695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1948 3½-litre Jaguar foursome drop head, black, brown leather, beautifully maintained by Jaguar enthusiast; £575.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater, W.2. Bayswater 0065. [W1068

ROSE & YOUNG, Ltd., offer 1951 (Sept.) Jaguar Mk. VII saloon, 9,000 miles, an immaculate car, black; £1,525.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3097

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

295 gns.—Jaguar 1939 1½-litre saloon, black, sliding head, fawn leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 Jaguar Mark VII, silver and grey, radio, one owner, low mileage, exceptional car, exchanges, terms.—Swanmore Garage, 176-180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

1939 Series Jaguar 2½-litre saloon, black and chromium with brown leather; a really attractive example, written guarantee, terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

JACK ROSE, Ltd., offer: Mark V Jaguar 3½-litre sunshine saloon in silver and grey, red hide, almost unmarked condition inside and out, used by one careful owner; accept £875.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

1949 (July) Jaguar Mark V 3½-litre saloon, grey with blue leather, radio and heater, genuine 21,000 mls., looks 10,000 mls., as new; £835.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1850

1949 Jaguar 3½-litre special equipment model, finished Jaguar gunmetal, with leather upholstery to match, fitted 5 chrome Lucas passlamps, fitted heater, fitted Ace discs, almost all new tyres, a car of outstanding appearance and really superior performance, taxed; ready for immediate delivery at the low figure of £595.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

JAGUAR Mark V 1950 model sports saloon, black with red leather upholstery, superb condition, equal to brand new, speedo. reading 14,800, fitted H.M.V. push-button radio, heater, demisters, chromium Ace rim-bellshers, etc., any trial; £850; smaller car, suitable lady driver, part payment; terms arranged privately for balance.—Tel. Birmingham South 3018. [1824

£355!—Most exceptional 1939 2½-litre Jaguar saloon, largely original cellulose in excellent condition; very good chromium, and particularly attractive interior (red leather) not soiled and comparable post-war car in every respect; almost new Fort Dunlops, Ace discs, etc.; see this before deciding elsewhere.—Cardinal Motors, Hythe Bridge St., Oxford (adjacent bus terminus). Open Sunday mornings. [1919

Jaguar Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 3434. [0873/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd.—44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631/2/3. [W4002/R

JAGUAR wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

I REQUIRE low mileage Jaguar.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768. [W2037

CHILTERN CARS require £8100.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

BARTLETT.—Jaguar XK120 urgently required.—27a, Pembridge Villas, W.11. [W1015

XK120 wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

WANTED, 1949-50 Mark V saloon.—Wadham Garages, Ltd., Wadham St., W.-s-Mare. Tel. 269. [1705

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

WANTED, all post-war models of Jaguars.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [W1015

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

XK120 wanted.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

1950-51 XK120, in good condition, not raced; good price paid for genuine car.—Wadham Garages, Ltd., Wadham St., W.-s-Mare. Tel. 269. [1704

Jaguar Spares and Service

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1939.

AND at Manchester. Cheetham Hill Rd., Deansgate 6216-7

QUICK completion of repairs. [0565/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13. Palmers Green 3631/2/3. [S4002/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford. Middlesex. Ealing 3400. [0528/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

Jaguar Spares and Service

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22594. [0430/R

JEEP

£110 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps, detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3015/0621. [0241/R

JEEPS!!! Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

JEEPS, right or l.h.d range of bodywork, private or commercial.—Wick Autos, 100% Jeep firm, Hampton Wick, Kingston-on-Thames (4718). [0620/R

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0035/R

165 gns.—Jeep (Ford), registered August, 1948, coach-built utility, maroon, bench seat, drop tailboard, spare wheel, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MANSELL & FISHER (home or export Jeep specialists) offer direct from stock rebuilt Jeeps with 6 month's guarantee; own Jeep taken in part exchange or rebuilt; all spares stocked; contractors to overseas Governments.—11, Cadogan Lane, London, S.W.1. Sloane 4752, 4728. [C3066

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeeps Spares and Service

100% Jeep firm, all spares by return or over counter, small or large quantities.—Wick Autos. (See under Jeeps.) [0366/R

JENSEN

BROOKLANDS.—Individuality, new and used cars.

1953 Jensen Interceptor saloon and cabriolet.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

JOWETT

NEWNHAMS, Ltd.

1952 Jowett Javelin de luxe saloon, grey with red; £795.

NEWNHAM House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. [C3024

CLARKE'S OF FIRBRIGHT.

DISTRIBUTORS: day and night service in Guildford, Woking and Aldershot area.

GUARANTEED used Jowett products:—

NEW

JAVELINS.

DELIVERY from stock.

NEW Bradford vans from stock.

CLARKE'S OF FIRBRIGHT, Surrey.

BROOKWOOD 2201-2. [C1049

B. J. HUNTER, Ltd., offer:—

1949 Jowett Javelin saloon, 1950 modifications fitted; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

SAUL & SLATER, Ltd. offer:—

1951 Jowett Javelin de luxe saloon, black with brown leather upholstery, heater and radio, 16,000 miles, taxed for the year; £725.

44/46, Aldermans Hill, N.13. Tel. Palmers Green 3631/2/3. [C4002

RICHARDS & CARR, always best value.

£285 below list price. Unregistered Jupiter Mark I, delivery mileage only.

JUPITER, 9,000 miles, one owner, heater, spare unused, latest steering modifications, extremely smart, mechanically faultless; £785.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory-trained mechanics.

GODFREYS, Ltd., 228-234, London Rd., Croydon. Cro. 3641-2. [0463/R

JOWETT and Javelin main agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

1953 delivery Jowett Javelin, 280 miles only; £895.—Evans & O'Malley, Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353 and 1709. [1177

CASS'S MOTOR MART.—1950 series Javelin saloon, heater, radio, excellent condition, £575; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1951 model Jowett Javelin de luxe saloon, modified to 1953 standard with solid tappets, finished in maroon in excellent condition, one owner; £735.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [C1083

1950 Javelin de luxe, specially fitted Monte Carlo Rally (not used), new engine, radio, heater, loose covers, special wheels and other extras, genuine; £675.—Tel. Addiscombe 6535. [1647

200 miles only, one week old, de luxe Javelin saloon, taxed, list price £1,207; £950.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [1905

JOWETT

JOWETT Javelin 1952 saloon, 14,000 miles, H.M.V. radio, taxed 31/12/53, list price £1,250; our price £895; 6 months' guarantee.—Eastern Motor Co., Ltd., 52, George St., Edinburgh, 2. [1675

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302/R

1951 (Oct.) Javelin de luxe saloon, radio fitted, maroon and beige leather, 11,000 miles.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1949 Jowett Javelin de luxe, green, beige leather, H.M.V. radio and heater, engine recently completely overhauled, taxed; £550.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254). [1912

1951 (Dec.) Javelin de luxe, immaculate, one-owner car, negligible mileage, H.M.V. radio; £765.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£745!!!—Javelin saloon, 1952, blue/fawn, heater, etc., a one-owner car serviced since new by local distributors; choice of three other 1952 models, one black, one maroon, one bronze.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ROSE & YOUNG, Ltd., offer Jowett Jupiter, 4,000 miles, fitted H.M.V. radio and heater, immaculate car, red; £775.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

PROTOTYPE Javelin, aluminium body, recent competition engine, close ratio gear box, latest steering and headlights, extremely fast, just resprayed black; best offer over £490.—14, St. Aidans Rd., Baildon, Shipley 55529. [1707

195 gns.—Jowett 1939 10hp 4-cylinder saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

JOWETT Javelin, Jupiter and Bradford, full range of new and guaranteed used models on view at Jowett Sales, 7/9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). Gordon Cars (London), Ltd., the London Distributors. [0134

1952 (July) Jowett Javelin saloon, black, brown hide, heater, Tickford all-weather top, 11,000 miles, an exceptional example, £775; exchanges, deferred terms; many others.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

1951 Jowett Javelin de luxe saloon, maroon, one owner, serviced by us since new, 18,000 miles, very clean, any inspection invited, 3 months' guarantee; £695.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

1950 Javelin full de luxe saloon, finished in the original and literally unblemished black with brown real leather interior and carpets to match; this car has been fitted with loose covers from new and is equal to a 1953 car; we have just completely reconditioned the engine (will require running-in), fitted heater, all new tyres; this is without doubt a most immaculate specimen and must be seen to be appreciated; £595; terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

Jowett Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. [0874/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JAVELIN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

JUPITER 1950-51 wanted privately, details to North Blenheim House, Linthwaite, Huddersfield. [1725

JUPITER wanted.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

£750 cash waiting for best Jowett or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

Jowett Spares and Service

MILESTONES (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629. 302, Erith Rd., Bexleyheath. [0571/R

KINGSTON-ON-THAMES.—Distributors for Jowett; comprehensive spares and service facilities; trade requirements catered for.

G. W. WILKIN, Ltd., 84, Eden St., Kingston 2241-2. Also Hampton Court, Molesey 6109. [S4055/R

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009/R

BIRMINGHAM main agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service. [0759/R

MOTORING to London? Bring your Jowett to the West End service centre for "Energol B.P. Lubrication," repairs, spares.—Wimbush's, (Estd. 1760), Headfort Place, Hyde Park Corner, S.W.1. Sloane 0151. [0167/R

JOWETT Javelin, Jupiter and Bradford; for the convenience of both the public and the trade full spares, service, repairs and guarantee claims facilities now available at.—Jowett Service, 7/9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (ten lines). Gordon Cars (London), Ltd., The London Distributors. [0135

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

R. F. FUGGLE, Ltd.

LAGONDA 16/80 type S.S. sports 4-seater, excellent all-weather equipment, chassis and coachwork splendid; £265.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

BROOKLANDS, Lagonda distributors.—Latest models.

1951 Lagonda 2.6-litre saloon, mileage 19,000.

1951 Lagonda 2.6-litre d/h coupe, radio.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under ** "Sports Cars." [C1046

1950 Lagonda 2.6 saloon, grey, blue interior.—Alfred Boorer, Worthing 5467. [1740

DAVIES MOTORS, Ltd. (managing director, J. F. Davies, 20 years service manager to Lagonda, Ltd.).

1937 4½-litre L.G.45 saloon, L.G.6 engine, complete overhaul by manufacturers, radio.

1937 4½-litre L.G.45 drop head coupe, exceptional condition throughout, discs, heater.

1939 V.12 Rapide coupe, Sanction II, recently fitted Cromard liners, radio, heater, exceptional condition throughout.

1940 (late) V.12 sports saloon, Sanction II engine, one owner, 18,000 miles only since new engine fitted by manufacturers, radio, discs.

FURTHER particulars of these and other models now in course of preparation; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5, or (private) Walton-on-Thames 1562. [C1080

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C3041/R

1950 Lagonda drop head coupe, just run in after comprehensive overhaul; £1,750.—Box 6618. [1781

Lagonda Cars Wanted

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagonda.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [S1080

LANCHESTER

DICKS

1939 Lanchester 14 saloon, very roomy car; £350.

DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

HENDON CENTRAL GARAGE, Ltd., offer:—

1937 Lanchester Roadrider saloon, taxed year, bargain at £295.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2034

1948 Lanchester 10 for sale, new engine, excellent condition, one owner.—Box 6615. [1759

1948 Lanchester 10 saloon, in excellent order; £610.—Wray Park Garages, Reigate 2263. [1659

1936 Lanchester 14 saloon, very good condition; £185.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

1937-8 Lanchester 14 Roadrider saloon, guaranteed; £240; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

325 gns.—Lanchester 11 1939 model sports saloon, black, sliding head, red leather, preselector, Windtone horns, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Lanchester 10 1936 model de luxe saloon, pastel blue, sliding head, blue leather, preselector, unused spare, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£275 !!!—Manificent 1937 Lanchester 14 de luxe saloon; look at this car, it's beautiful, drive it, it's outstanding; definitely the finest value obtainable, see and compare with others offered; 3 months' guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

AN exceptional trade-in price wanted for an exceptional middle-aged car, 1935 10hp Lanchester with Mulliner d.h.c. body, £200 spent on reconditioning within the year; wanted in part exchange early or immediate delivery of new or possibly exceptional second-hand car in £800-£1,500 bracket.—Lt.-Col. Hughes, 35, Richmond Hill Court, Richmond, Surrey. [1672

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LANCHESTER 10 38/39, one-two owners, good condition, low mileage, privately owned.—Write 4, Arnulls Rd., London, S.W.16. [1648

H. F. EDWARDS urgently require good Lanchester for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Lanchester Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0416

ARCOT ENGINEERING Ltd.—Preselected gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237/R

Lanchester Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kiddermnster Rd., Croydon 5775. [0689

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

LANCIA

GE

1938 (very late) Lancia Aprilia 4-door pillarless saloon, finished immaculate metalescent blue cellulose, completely reupholstered throughout in best quality brown Bedford cord, most attractive specimen, written guarantee; 365gns; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2001

JOHN S. TRUSCOTT, Ltd., for Lancia.

FIRST-CLASS examples are becoming extremely scarce; we usually have the best available.

PRESENT stock includes choice of four.

MANY other makes; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [C4035

KEVILL-DAVIES & MARCH, Ltd., offer:—

1939 Lancia Aprilia, colour blue and grey, blue upholstery, in excellent condition throughout.—41/42, Hay's Mews, Berkeley St., W.1. Grosvenor 2563. [1907

1938 (December) Aprilia, Telecontrol, etc., excellent throughout; £375.—63, Dorchester Court, S.E.24. [1779

GUY ALFREDS & Co., Ltd., Lancia 7-passenger enclosed limousine, privately owned, ideal hire work; £265.—6-7, Warren St., W.1. Euston 3268. [C1005

1934-5 Lancia Augusta, perfect condition, leather upholstery, new engine, battery, relined brakes, etc., etc., bills for £200 last 18 months shown, many extras; any trial; £275.—Nielsen, Hawes Rd., Bromley. Rav. 2035. [1785

Lancia Cars Wanted

REQUIRED immediately, good Lancia.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118.

WANTED, Lancia Aprilia, must be sound mechanically.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [W1058

PERFORMANCE CARS urgently require Lancias.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAIDSTONE ENGINEERING Co., urgently require Aprilias.—Cross St., Pendleton, Salford, 6, Manchester. Pen. 3452. [W3000

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508/R

Lancia Spares and Service

LANCIA (ENGLAND) Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton Wembley. (Perivale 5656.) [0320/R

LEA-FRANCIS

GE

1948 Lea-Francis 1767cc short-chassis sports, one owner, guaranteed total mileage 0020 since new, absolutely unused, body as per latest standard model complete back to dash-panel, plus door pillars, and rear wheel arches, mudguards and spats; only requires finishing with maker's parts, ready to drive away, written guarantee; £475; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2001

TOM GARNER, Ltd., offer:—

1952 Lea-Francis 14 saloon, green with green leather, 8,000 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

1948 Lea-Francis roadster 14hp, maroon/maroon leather, 16,000 miles; immaculate; £635.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer the following cars:

1951 Lea-Francis 14hp saloon, maroon, heater, screenwash, one owner, 15,000 miles, in excellent order, full history available, guaranteed; £925.

NEW and unregistered Lea-Francis 14hp saloon, special colour scheme maroon and silver, sun roof, heater and demister, offered at new reduced price, £1,385/18/11.

NEW and unregistered (one only) Lea-Francis new model estate car; this practical, good-looking vehicle, with saloon car comfort, also offered at the new reduced price, £1,385/18/11.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1950 Lea-Francis 14hp special sports 2/4-seater, one owner, very low mileage, a high performance class car at the unrepeatable price of £750.

RIPCO, Ltd. (Lea Francis purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1951 Lea-Francis 14hp saloon, beautiful car bargain; £785.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. (Sloane 5424. [C3045

1952 Lea-Francis 14 sal., green with leather upholstery to tone, small mileage; no reasonable offer refused, part exchange.—Car Sales (Plymouth), Ltd., 2/10, Summerland Place, Plymouth. Tel. Plymouth 235. [1714

LEA-FRANCIS

1950 2½-litre sports, carefully maintained, many extras, special gear box with close ratios, heater, special rear suspension, modified hood and windows, polished head and ports; nearest offer £1,000.—Edwards, Rutland House, Bicester. Tel. 501. [9245

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED privately, 1951 Lea-Francis estate car; write details mileage, condition.—Clark, 391, Harrow Rd., W.9. [1411

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7 [0595/R

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

1950 (July) Lincoln Cosmopolitan 4-door saloon, colour dark blue, Hydramatic drive, low mileage.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

LINCOLN-ZEPHYR

£595 !!!—Exceptional value right-hand drive Lincoln-Zephyr 6-seater saloon, 1947, most luxurious car, late property of wealthy and fastidious owner, immaculately maintained and giving a truly superb performance.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

MERCEDES

TYPE 500 Mercedes 4-5 seater cabriolet, l/h drive, first reg. 1941, in superb condition, beautifully finished in black and polychromatic grey with red leather upholstery; £585.—Pantiles Service Garage, London Rd., Guildford 5326. [C3055

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN) Ltd., offer:—

1936 Type 500K cabriolet B, right-hand steering, black and grey with red leather in first-class condition.—Victoria 8715. [C3003

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Car." [C1046

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [3165

MERCURY

1947 (reg.) Ford Mercury saloon, r.h.d., finished black with red leather upholstery; £565.

H. W. MOTORS, Ltd., Walton-on-Thames 2404-5-6. [C2042

OCT., 1951, Mercury 4-door saloon, radio and heater, very low mileage.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

PC

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. T.C. 2-seater roadster, 1947, £395; M.G. T.C. 2-seater roadster, 1949, £425.

M.G. T.A. 10hp 2-seater, 1938, £295; M.G. T.A. Tickford drop head, 1939, £345.

M.G. P.B. 9hp 2-seater, 1936, £245; M.G. P.A. 8hp seater, 1935, £225.

M.G. 12hp Magnette 2-seater, 1936, £175; M.G. 12hp K2 2-seater, 1934, £195.

M.G. V.A. 1½-litre tourer, specimen, 1938, £325; M.G. V.A. 1½-litre tourer, 1937, £275.

M.G. 2-litre drop head foursome, 1938, £295; M.G. 2-litre sports saloon, 1938, £195.

M.G. M type 2-seaters, choice of two, from £65; M.G. L type tourer, 1935, £125.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex, Ealing 8841, or 107, New Cavendish St., Great Portland St., W.1. Museum 8221. [C3041

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. 2-seater, innumerable extras, really as new.

1949 M.G. T.C. 2-seater, over £90 worth of extras, very fast; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ROSE & YOUNG, Ltd., offer:—

1949 M.G. T.C. 2-seater, low mileage, immaculate car, British Racing green; £485.

1947 (November) M.G. T.C. 2-seater, excellent condition throughout; £595.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3097

GLANFIELD LAWRENCE offer:—

1948 (November) M.G. T.C., pale blue, engine overhauled, many extras, 16in rear wheel, magnificent throughout, superb performer; £495.—407, High Rd., N.12. Finchley 6091. [C2053

1937 V.A. 1½-litre Tickford coupe, reluctant owner posted overseas.—Bay. 6152, evenings. [1796

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

SLOCOMBES, Ltd., Willesden 4869.

WE extend the courtesy of our showroom to all M.G. enthusiasts, and take pleasure in offering these cars:—

1951 (August) T.D., in cream with red leather, 11,572 miles, with extras, a really genuine example of its marque.

1948 (December) T.C., with reconditioned engine and newly sprayed in dual colours red and black, seat covers, new tyres, a most exceptional piece; guaranteed, part exchange cars or motor cycles, and insured h.p. terms with pleasure.

WE close at 7.30 p.m.

WRITE, call or tel.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

WARWICK WRIGHT, Ltd., offer:—

1949 (Nov.) M.G. T.C. 2-seater, black, 15,000 miles; £545.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PARADE MOTORS (MITCHAM) offer:—

1946 M.G. T.C., cream and red, many extras; £385.

1939 T.A. 2-seater, black and blue, very good condition throughout; £299.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C5036

JACK ROSE, Ltd., M.G. Agents and Stockists, offer:—

1952 T.D., in black and red hide, almost as brand new, 7,000 miles; £755.

1951 T.D., in green, many extras, 10,000 miles-odd, positively unmarked; £655.

1949 T.C., in red, absolutely as brand new, guaranteed mileage 11,000; accept £575.

1949 T.C. 2-seater, in black and red, engine overhauled, new tyres, exceptional appearance; £495.

1947 T.C. 2-seater, in black and green, one owner, almost spotless; accept £395.

SEVERAL new models in stock; any car in exchange; —Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1952 M.G. T.D.s, a choice of three, one owner, 2-seaters; from £675.

RIPCO, Ltd. (M.G.s Purchased), 16, Albemarle St., W.1. Res. 2952. [C3052

1937 M.G. 2-litre saloon, excellent.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

1946 M.G. T.C. 2-seater, a nice clean car; £400.—Wray Park Garages, Reigate 2263. [1860

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3548. [0082/R

1949 M.G. TC. 2-seater, magnificent condition.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0390/R

1939 M.G. 2-litre saloon, black with beige leather, excellent tyres and body; £325.—Automo, Ltd., Hampstead 3450. [1856

M.G. L.2 12hp 2-seater, green, clean and reliable, engineer owner maintained; £140.—Hampshire, Thatcham, Berks. [1815

M.G. T.C., 1949, cream, green, luggage carrier, windscreen, draught excluders, immaculate; £465.—Bowman's Garage, Weybridge 1265. [C1053

1951 (Sept.) M.G. T.D., 5,000 miles only, extras; £695, 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1054

1950 (Dec.) M.G. 1¼ saloon, engineer owned, £100 extra equipment, mileage 10,000; £725.—Rogers Garage, Wellesley Ave., W.6. Riverside 2644-5. [C5054

1936 M.G. Magnette N.A. series, 4-seater, excellent order, recent engine overhaul at cost of £82 (bills available); 3 months' guarantee; £195.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., Finchley, N.3. Finchley 6265-7-8 (3 lines). [C1061

£295.—1938 V.A. 4-seater, recent reconditioned engine fitted, new shock absorbers, springs, etc., remarkable condition.—Tel. Cunningham 1191. [C2007

£425.—1939 M.G. T.B. drop head Tickford coupe, a real showpiece in mint condition with host of extras, including H.M.V. Radiomobile; £150 down.—Below.

£350.—1938 M.G. 1½-litre drop head foursome coupe in really nice condition; £120 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 (Oct.) M.G. T.C., 24,000 miles, one owner, Windtones, luggage rack, taxed year; would consider larger sports car; £450.—Automo, Ltd., Hampstead 3450. [1855

1949 50 T.C. 2-seater, red, genuine guaranteed mileage 1,900 only; this car is new in every detail; £575.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [C3011

1950 (Dec.) M.G. 1¼ saloon, bronze with red leather, genuine 14,000 mls., as new; £675.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1851

1950 M.G. T.D. 2-seater, red and chromium with red leather, fog lamp, radio, luggage grid, a really delightful example of immaculate appearance, written guarantee; £595; terms, exchanges.—Below.

1949 (September) M.G. T.C. 2-seater, black and chromium with fawn leather, H.M.V. press-button radio, chrome luggage grid, a really immaculate, low-mileage car, recommended with confidence; written guarantee; £525; terms, exchanges.—Below.

1950 (August) M.G. 1½-litre saloon, suede green and chromium with green leather, sliding roof, heater, a really beautifully maintained car, thoroughly recommended with written guarantee; £665; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Langham 0012. [C2005

£345.—Late 1939 2-litre d./h. foursome coupe in superb condition, two owners since new, instruction manual, etc., brand new tyres all round, leather, hood (maroon mohair) as new, immaculate original cellulose.—Hampstead 7871. [1724

M.G.

625 gns.—M.G. Midget, 1950, 11hp T.D. 2-seater, ivory, red leather, tuned to stage I, I.f.s., H.M.V. radio, numerous extras, small mileage, good tyres, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G. Midget, 1939, 10hp T drop head coupe, black, brown leather, good condition; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G. Midget, 1936, 10hp T 2-seater, maroon, fawn leather, new hood and side screens, excellent condition; terms, exchanges.—Rowland Smith, below.

215 gns.—M.G. Midget, 1934 model 8hp J.2 2-seater, green, green leather, excellent condition; terms, exchanges.—Rowland Smith, below.

89 gns.—M.G. Midget, 1931 (reg. 1932), 8hp 2-seater, rear tank, choice of 12 Midgets; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROYS AUTOMOBILES, Ltd., offer 1939 M.G. T.B. 2-seater, red and silver, fitted with host of extras and replacement engine 1952; amazing performance and condition, only needs seeing and trying; £350; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894.

£625!!!—M.G. 2-seater T.D., 1950, definitely one of the very finest examples in the country, lately owned by wealthy and fastidious managing director of engineering firm; this car was specially prepared for Continental tour and completely checked over from end to end by M.G. specialists very recently, bills being available for all work carried out, the mileage being a little over 2,000; the mechanical condition is of the very highest order, and the appearance quite immaculate; extras include fog and pass lights, chromed luggage rack, etc.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

M.G. Cars Wanted

CMTR

THE CAR MART, Ltd., wish to purchase M.G. Cars.—320, Euston Rd., N.W.1. Euston 1212. [0966/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

M.G. in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

P.B. 2-seater, good condition; partics., price.—Cox, 42, Barrow Rd., S.W.16. [1684

1951-1952 1¼-saloon, full details cash.—Clarke, 21, Elmroyd Ave., Potters Bar 4760. [1785

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—Balderton St., W.1. Mayfair 5104. [0696/R

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841.

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W5041

CHILTERN CARS require all M.G. models.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

URGENTLY required, 1947-51 M.G. 1¼ saloons.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1439

H. F. EDWARDS urgently require good M.G. for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

CARR BROS. GARAGES, at any depot, 21, Soho Sq., W.1 (Ger. 6678/9); Putney Bridge Ser. Stn., S.W.6 (Ren. 6393); Airways Garage, opp. London Airport (Hou. 4906); or Head Office, Purley, Surrey (Uplands 4812-3). [W1041

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [S3041/R

HAMMERSMITH.—Repairs service and overhauls.—Rogers Garage, Wellesley Avenue, W.6. Riverside 2644-5. [S3054

UNIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0505/R

THOMSON'S hard surface rockers, 6/- each; exchange bushes 6/-, shafts 7/6, valve guides 4/6; good stock spares and exchange parts; c.o.d.—104, Kingston Rd., Wimbledon, S.W.19. Liberty 8498, 1 till 2 and after 7 p.m. [1932

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, load springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5085. [0455/R

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette, exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

WRITE or 'phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 5456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0549/R

MORGAN

1952 Morgan Square Four 4-seater, as new; £625.—Cyril Sheppard Car Sales, Sonning 2545. [1909

1937 Morgan 4/4 2-seater, splendid throughout.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

1950 Morgan 4/4 10hp sports 2-str. 2 spares, 15,000 miles as new; £425.—Welhams, Surbiton Hill Road, Surbiton, Surrey. [9143

Morgan Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORGAN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

PLUS Four wanted privately, coupe preferred.—North, Blenheim House, Linthwaite, Huddersfield, Yorkshire. [1787

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7753. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

MORRIS MINOR

CAR MART, Ltd.

1951 Morris Minor 2-door tourer, 10,000 miles; £515.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1059

ELITE MOTORS offer:—

1951 Morris Minor tourer, blue; £525.

1950 Morris Minor saloon, fawn; £525.

1950 Morris Minor tourer, fawn; £475.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

SLOCOMBES, Ltd., Willesden 4869.

WE are proud to offer a most exceptional 1950 (November) Minor in light blue with beige interior; recorded mileage 9,426; this car is quite unmarked and almost indistinguishable from new, with fully guaranteed and insured h.p. terms if you so desire.

WE close at 7.30 p.m.

WRITE, call or tel.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

OVERSEAS CARS, Ltd., offer:—

1950 Morris Minor tourer, blue, genuine mileage under 13,000, excellent condition throughout; £495. For other Overseas Car bargains see page 49.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

DAGENHAM MOTORS, Ltd., offer the following car:—

1952 Morris Minor tourer; £535.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3386; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1952 Morris Minor 4-door sln., spotless; £635.—Below.

1949 Morris Minor, quite unmarked; £510.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1949 Morris Minor saloon, green, 14,000 miles, one owner, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951) and 12, Chelsea Manor St., S.W.3. (Flaxman 8181.) [C4046

1950 Morris Minor saloon, maroon, beige leather, 6,000 miles; £495.—Frickers of Holland Park, Park 5077. [C2051

MORRIS MINOR saloon, 1951, beige, 8,200 miles, very carefully maintained, one owner; £500.—Tel. Sloane 6188. [1832

1951 Morris Minor saloon, colour blue, 9,000 miles.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1951 Morris Minor 2-door saloon, blue, one owner, immaculate condition; £515.—Express Motor & Bodyworks, Ltd., 150, Goswell Rd., E.C.1. Clerkenwell 4425. [1869

WALTER SCOTT, Ltd.—1950 Morris Minor saloon, beige, low mileage, one owner; £495.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube) Pri. 5914. [C4006

1953 (Feb.) Morris Minor 2-door saloon, maroon, 1,000 only, as brand new; £635.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

1953 Morris Minor 2-door saloon, 1,100 miles, taxed for year, unscratched; £635.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Hillside 1044. [1904

1952 Morris Minor tourer, export model, right-hand steering, 4,500 miles, black, red upholstery, as new; £545.—P. J. Masheter, Georgefield, Langham, Dumfriesshire, Scotland. [1846

NAYLOR & ROOT.—1950 Morris Minor saloon, dark green, beige interior, attractive and economical; £475; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

JACK ROSE, Ltd., offer 1952 (August) Minor convertible, mileage 7,000, in green, absolutely unmarked inside and out, spare wheel unused; accept £560.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1951 (May) Morris Minor saloon, 13,000 miles, in grey, with fawn upholstery; fitted heater and fog lamp, first class order throughout, taxed year.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

445 gns.—Morris Minor, 1950 (registered 1951), tourer, black, one careful owner, small mileage, good tyres, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1951 Morris Minor saloons, green/beige or grey/beige leather, low mileage, one owner, choice two at £519; 1951 tourers, Thames blue or green/beige leather, one owner, choice two at £489; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3063

Morris Minor Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Minor Cars Wanted

FRICKERS of Holland Park wish to purchase high grade Morris Minor cars.—Tel. Park 5077. [W2051

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Morris Minor.—May. 3051. [W3043

PRIVATE buyer requires Morris Minor 1949-51 tourer or 1949-50 saloon, fair price, no dealers.—11, Dean Park Rd., Bournemouth. Tel. Bournemouth 1148. [1804

MORRIS EIGHT

GATEHOUSE offer:—

1946 Morris 8 2-door saloon, black, immaculate condition; £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

S.G.A. MOTORS, Morris 8 specialists, offer the following selected cars:—

1939 Series E 4-door de luxe saloon, sun roof, excellent condition, taxed year; £265.

1938 4-seater tourer, without a doubt one of the finest in the country, truly immaculate; £205.

1936 4-seater tourer, fitted reconditioned engine, taxed year; £145.

OTHER good selected Morris 8 saloons and tourers always in stock, hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive or any time by appointment.—S.G.A. Motors, 14, Atherstone Mews, Cromwell Rd., S.W.7 (2 minutes Gloucester Road Tube), Western 3206. [C4065

1939 Morris 8 saloon, choice of two, overhauled, excellent; £255.

1936 Morris 8, one owner; £165.—Ace of Spades, Gt. West Rd., Hounslow 5476 (Osterley Station Tube). [1900

1937 Morris 8, exterior splendid condition, engine very good; £167/10.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C5005

1936 Morris 8 2-door saloon, fitted with new engine, original condition throughout; £195.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 5595. [C4050

1947 (November) Morris 8hp saloon, black, brown leather, excellent condition.—Dobsons, Ltd., Staines. Tel. 801. [C1074

195 gns.—Morris 8, 1938, de luxe saloon, blue, sliding head, leather upholstery, very good condition; terms, exchanges.—Rowland Smith, below.

125 gns.—Morris 8, 1935, saloon, blue, blue leather, good tyres, good condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Morris 8, 1935, 2-seater, green, very good condition, choice of 12 Morris 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£250.—1939 Morris 8 tourer, maroon, excellent runner, new hood; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Morris 8 saloon, reconditioned engine recently fitted, taxed quarter, one owner, excellent condition; £265.—Stamford Hill 8000, Extension 17. [1935

1939 Morris 8 tourer, Series E, one owner, excellent condition, reconditioned engine, clutch, etc., new hood, tonneau cover, taxed Dec.; £240, or very near offer.—Tel. Hillside 1267. [1836

1948 (September) Morris 8 4-door saloon, black, brown leather upholstery, low mileage, one owner, exceptional coachwork and mechanical condition throughout; £425.—Garage Service Co., Ltd., 1061, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

CAMDEN MOTORS.—Morris 8, comprehensive selection of all models. 1935 series I saloons from £125, 1936 models from £145 (choice of four), series E models from £225 (one with off-colour paintwork as low as £145), and post-war models. Minor saloons and coupes. Write for details to:—

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. [C1035

Morris Eight Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1936 Morris 8 tourer required, condition immaterial, must be reasonable price.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [W2011

REQUIRED immediately, good Morris 8.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

MORRIS 8 saloon wanted, pre-war if faultless condition.—British Star Oil Co., 65, Highbury Park, N.5. Canonbury 1650. [1276

MORRIS TEN

1947 Morris 10 saloon, very good condition, finished black, brown upholstery, new tyres; £550.

H. W. MOTORS, Ltd., Walton-on-Thames 2404-5-6. [C2042

1939 Morris 10 saloon, choice of two; £265.—Ace of Spades, Gt. West Rd., Hounslow 5476 (Osterley Station Tube). [1901

£425 !!!—1948 Morris 10 4-door de luxe saloon, a genuine one-owner car since new, reasonably moderate mileage, exceptional value.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1938 Morris 10 de luxe saloon, colour grey, in splendid condition; £250.—S. Bowers & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1025

ARCHIE SIMONS & Co., Ltd.—1945 Morris 10 saloon, two-tone grey, excellent mechanical condition, extremely attractive car in every way; £315.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

£265 !!!—1939 Morris 10 de luxe saloon, in excellent condition throughout, looks and runs like post-war model; choice 2 others; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

MORRIS TEN

295 gns.—Morris 10, 1939, series M de luxe saloon, black, sliding head, brown leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Ten Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATE purchaser requires good Morris 10 1939 or post-war for cash, preferably from original owner.—Box 6627 (Essex). [1838

WHY accept less for your Morris 10hp saloon when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

MORRIS TWELVE

1939 Morris 12 saloon, excellent, guaranteed; £230; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4038

1939 Morris 12 saloon, immaculate throughout, taxed year; £295.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [C1030

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS FOURTEEN

£215 !!!—1939 Morris 14 saloon, good all-round condition, well maintained coachwork, bright paint, neat and tidy interior, excellent tyres, a most attractive bargain.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

MORRIS TWENTY

1952 Morris 20 saloon, immaculate; £650; part exchange, terms arranged.—King's Autos, 725-727, High Rd., Seven Kings. Tel. Seven Kings 5536. [C2033

MORRIS OXFORD

TOM GARNER, Ltd., offer:—

1953 Series Morris Oxford saloon, grey with red upholstery, radio, 2,000 miles only; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

OVERSEAS CARS, Ltd., offer:—

1950 (October) Morris Oxford saloon, black, red leather, heater; £625. For other Overseas car bargains see page 49.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C5051

CHARLES POLLETT, Ltd., offer:—

1951 Morris Oxford sal., black, red leather, one owner, H.M.V. radio, heater, loose covers, fully serviced and guaranteed for 3 months, really superb condition; £665.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Morris Oxford saloon, taxed year, immaculate condition; £655.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1951 (June) Morris Oxford saloon, black, brown leather (Dunlopillo), heater, 13,000 miles, practically unmarked; £675.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

900 miles.—1953 Oxford saloon, as new.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3586. [C1027

1952 Morris Oxford saloon, R. & H., 5,000 miles.—Green & Zotis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2026

1951 (Nov.) Morris Oxford saloon, black with red leather, 15,000 miles only; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1951 Oxford saloon, black with brown hide, fitted heater, nominal mileage and in superb condition throughout; £645.—Robbins, East Putney. Tel. 4581. [1554

1952 (July) Oxford, one owner, 7,000 miles, green; trade, etc., and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016

!!! Have you considered the advantages of securing ••• immediate delivery of a brand new Morris Oxford in exchange for your present car? Freedom from costly repair bills, breakdowns, etc., most economical running costs, sparkling performance; now is your opportunity before post-budget buying gets under way; list price £510, plus P.T.; terms.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [1774

Morris Oxford Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3454. [0717/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

£650 cash waiting for best Morris Oxford or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MORRIS SIX

ACRES offer:—

1950 (Dec.) Morris Six, finished in black with brown leather upholstery, many extras, including heater and radio, speedometer reading 12,000 miles, undoubtedly genuine, beautifully kept and maintained and indistinguishable from brand new; first £595 secures; choice of another 1949 at £525.

ACRES AUTOS, Ltd., 150, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909; and at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

MORRIS SIX

1949 (November) Morris Six, maroon, one owner, fitted Morris replacement engine, guaranteed; £450.—Cranmore, Tel. Potters Bar 2040. [C1062

PRIDE & CLARKE, Ltd.—1950 Morris Six saloon, maroon, maroon leather, small mileage, one owner, £529; 1949, with heater, £499; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068

1950 Morris Six saloon, green and chromium with green upholstery, radio, heater, really immaculate, one owner car, thoroughly recommended; written guarantee; terms, exchanges.—H. F. Edwards, 26, Upper High St., Epsom, Surrey. Tel. Epsom 9600. [C2001

Morris Six Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3454. [0875/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Miscellaneous Cars Wanted

RS ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

HATTONS will buy post-war Morris models; distance no object.—Lord St., Southport. Tel. 2268. [0798/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0998/R

TRAYNOR MOTORS, of East Ham.—Good buyers of Morris cars, all models from 1936 onwards.—Grangewood 2550-5054. [W4052

Morris Spares and Service

MORRIS.—Genuine spares and specialist repair service, immediately available in the West End.

S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1952/8574. [0542/R

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0471

HAMMERSMITH.—Repairs service and overhauls.—Rogers Garage, Wellesley Avenue, W.6. Riverside 2644-5. [8054

NASH

MAYFAIR COUNTRY CARS offer:—

1948 saloon, r.h.d., superb condition, fitted radio; £850; terms, exchanges.—Grosvenor Square, W.1. Mayfair 0151. [C5098

1947 Nash 600 model, r.h.d., radio, heater, covers, low mileage, luxurious car; £695.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

OLDSMOBILE

ACRES offer:—

1949 late Oldsmobile 98 saloon, finished in black with grey Bedford cord upholstery, many extras including heater and radio and fitted with the amazing Cadillac V.8 Rocket engine. This rare and magnificent motor car has been carefully used and maintained and is practically indistinguishable from brand new.—Offers to:—

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. [0217/R

1947 Oldsmobile saloon, beautiful condition, one owner; unrepeatable value. £575!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626/7). [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3905. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0115/R

Oldsmobile Spares and Service

REPAIRS, parts; reconditioned guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [0059

OPEL

195 gns.—Opel Cadet, 1938 (registered 1940) Master series 4-door saloon, black, I.F.S., very good condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Opel Cadet, 1937 (registered 1938) drop head cabriolet, black, green leatherette, push-button radio, excellent condition; terms, exchanges.—Rowland Smith, below.

125 gns.—Opel Cadet, 1937 saloon, black, very good condition, choice of 7 Opels; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [0526/R

Opel Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Opel Spares and Service

REPAIRS, guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.) crown wheel and pinion; £9/5; mudguards, spares.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Primrose 2647. [0240

PACKARD

LEONARD WILLIAMS & Co. (1940), Ltd., PACKARD Sole Concessionnaires, offer:—

A SELECTION of low-mileage post-war Packard cars; also thoroughly reconditioned pre-war Packards.

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0282/R

1936 Packard Straight Eight drop head, recent property of film star; £155.—40, Broadwater Ave., Letchworth, Herts. [1814

CASS'S MOTOR MART.—1939 Packard 6 drop head foursome coupe, black, radio, overdrive, one owner, written guarantee.—5, Warren St., W.1. Euston 3525. [C1040

1947 Packard Clipper 2-door sedan, excellent condition throughout; £825.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5970. [C1014

1949 Packard 6-cylinder saloon, 23,000 miles, radio, heater, covers, most beautiful condition; £1,175.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

1936 (late) Super 8 7-seater limousine, in superb condition, taxed year, private; bargain £295, terms & exchanges.—Newbery Cars, Annington Rd., N.2. Tudor 3594.

PACKARD Super 8 right-hand drive 1949 8-seater limousine, nearly new; offers; terms, exchanges.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

1945 Packard 6 drop head foursome coupe l.h.d., immaculate condition, numerous extras including radio, taxed; £295.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [C1030

£495 !!!—Late 1937 Packard limousine, genuine Super Eight 7-passenger model, privately owned since new (one owner many years), widest occasionals, winding division, excellent radio and 6 almost new Dunlop Heavy Duty tyres, one of the finest American pre-war limousines made, gives a superbly luxurious ride and cannot fail to appeal to discerning hire firm, funeral director or similar concern.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

A & S Limousine 1938 Super Eight de luxe, partition, widest occasionals, genuine 23,000 original private owner, 1952 condition throughout; opportunity £865. Alpe & Saunders, Providence Court, North Audley St., Mayfair 2941. [C1006

Packard Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionnaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., buyers of Packard. —97, Fulham Rd., S.W.3. Kensington 4858. [W4028

7-SEATERS, privately owned Limousine required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [84028

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford Middlesex. Ealing 5400. [0469/R

PONTIAC

SIMPSON'S offer:—

RHD 1949 Pontiac saloon, 2-door, fitted radio, heater, seat covers.

1949 Pontiac convertible, radio, heater, American seat covers.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

1948 2-door saloon, 36,000, heater, radio and all extras, immaculate condition.

1949 convertible, hydramatic drive, mist green, power operated hood, one owner, heater, radio, loose covers, a most elegant car in 100% condition in every way, 51,000 miles.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

PONTIAC Silver Streak 1949 r.h.d. 4-door sedan, black, chrome, indistinguishable from new, recent complete check by Pontiac works, London, costing £216. —Powell, 5, Barholm, Mere Farm Rd., Oxton, Birkenhead. [1798

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY) Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. Concessionnaires, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey.

PORSCHE Sole Concessionnaires, Great Britain, offer full servicing facilities.—Tel. Ripley 2361. See "New Car Section." [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton, Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0621/R

RACING CARS

COOPER 8pl. J.A.P., developed from Mk. I Cooper, very light, beautiful lightweight body, as new, chrome springs and tank, Mk. 6 J.A.P. trailer, ready to race; £180; exchanges.—Newbury 599. [1729

RAILTON

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1938 Railton 17hp drop head foursome coupe, metallic grey, blue upholstery, heater, spotlight, reconditioned throughout, a handsome model in 1948 condition, taxed; £450.—The Broadway, Mill Hill, N.W.7. Mil. 2040. [C5012

£90 or terms.—1935 Railton saloon, good condition. —7, Radcliffe Rd., Croydon 1505. [C2041

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night Bayswater 6753).—All models available and wanted. [5778

1937 Railton limousine, leather, one private owner, really exceptional condition; £285.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

A-ONE MOTORS (LONDON), Ltd.—Second to none selection; also spares, reconditioned engines and after-sales service.—18, Eccleston Square Mews, S.W.1; and 24, North Side, S.W.18. Tel. Vandyke 5181. [0553/R

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

RICHARDS & CARR always best value.

1951 (September) 750cc de luxe saloon, dark blue; £545.

1951 760cc saloon, good throughout; £490.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

£485.—1951 Renault 750 saloon, bronze, beige upholstery, one owner, 21,000 miles.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873, offer:—

1949 8.5 4-door de luxe saloons; £565 to £385.

1939 26hp 6-str. roomy saloon, completely overhauled; £250.

1946 8.5 Utility 4-str. 4-door; £275. [0126/R

1937 Renault 18 saloon, exceptional condition, economical with excellent performance, taxed year; £155.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [C1030

Renault Cars Wanted

RENAULT in good condition for cash.—Tel. Valentine 2099 or 4674. [W2018

RENAULT 750 saloon wanted, low mileage.—Wiseman, 170, Priory Rd., Birmingham, 28. [9989

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127/R

Renault Spares and Service

GLANFIELD LAWRENCE, z-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, The Hire Purchase specialists.

1935 Riley 1½-litre Lynx sports tourer, very fast and economical, excellent mechanical condition, fully equipped, knock-on racing wheels, a model in short supply, 299gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

BOON & PORTER, Ltd.,

RILEY Distributors.

1952 (Aug.) latest 1½-litre Riley, heater, 8,000 miles, green; £1,175.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

WARWICK WRIGHT, Ltd., offer:—

1952 Riley 1½-litre saloon, black, 8,000 miles; £1,295.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1952 Riley 1½-litre saloon, black/green leather, 5,000 miles, one owner, as as new example of one of these rare models; £1,175.

1951 Riley 2½-litre saloon, black/brown leather, 15,000 miles, one owner, immaculate condition; £1,095.

1938 Riley Big Four Adelphi saloon, one owner, particularly fine example of one of these rare cars, £435.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1952 Riley 2½-litre saloon, as new; £1,350.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Eus. 6611. [C2025

DAGENHAM MOTORS, Ltd., offer the following car:—

1951 Riley 1½-litre sln., maroon £975.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 5388; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1936 Kestrel 9 special series, well maintained, bills available; £225, o.n.o.—Holborn 2681. [1928

RILEY

CLARKE & SIMPSON, Ltd. (Riley Sales & Service, offer:—

1953 (new) 1½ saloons, green/green leather or black/red leather; £1,339.

1947 1½ saloon, black/red leather, heater, loose covers; £625.

73—79, Cadogan Lane, S.W.1. Tel. Sloane 4727. [C1048

CAMDEN MOTORS.—Riley; see full-page advert. on page 46 in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5348. [0079/R

£395 Riley 1½-litre 1940 4-dr. sports sln., excellent cellulose, and mechanical condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

1947 (May) Riley 1½-litre saloon, black with green leather, fitted heater, perfect throughout; £575.—Below.

1947 (May) Riley 2½-litre saloon, black with red leather, fitted radio, perfect throughout; £625. —Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1852

1936 Riley Adelphi Sprite 1½-litre saloon, in fine fettle; £265.—Flat 5, 47, Bramham Gdns., S.W.5. Fremantle 2410. [C3045

BRUTONS, Ltd.—1947 Riley 1½-litre saloon, black, taxed year; £595.—13-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026

1952 Riley 2½-litre saloon, black, one owner, immaculate car; £1,150.—A. C. Bulpin & Son, Ltd., Newton Abbot. Tel. 575. [1701

1952 Riley 2½-litre saloon, built in heater, loose covers, mileage 6,100, like new; £1,350.—Brill, Elborough House, Corsham, Wilts. [1683

THE RILEY CENTRE, at 189-195, Pavilion Rd., Sloane St., S.W.1. (3 minutes Sloane Sq. Tube), Sloane 8326, offer the following Rileys:—

£260.—1936 Kestrel 1½-litre 6-light saloon, excellent.

£95.—1951 9hp Sportsmans coupe by Thornes, 4-seater smart and reliable.

£205.—1954 9hp Kestrel, in really superb condition.

£135.—1933 Monaco, excellent throughout.

GOOD Rileys always in stock from £55 and urgently wanted to purchase. [C3069

1938 Riley 1½-litre, grey, just recellulosed, green leather, new carpets, attractive performance; £295.—Arber, Kencot, Lechlade. Filkins 246. [1671

1948 (May) 1½-litre Riley saloon, grey, moderate mileage, beautifully kept, licensed year; £665. —Springfield, Marple Rd., Stockport. Ste. 3733. [1808

RILEY 2½-litre 2-seater sports roadster 1949/50, blue, overriders, H.M.V. radio, excellent condition in all ways.—D. N. Brook, Leventhorpe Hall, Woodlesford, Leeds. Tel. Rothwell 2266. [1778

1947 (May) Riley 1½-litre saloon, black, recellulosed, replated, engine and transmission rebuilt, new battery, etc., radio, in outstanding condition throughout; £625.—Box 6619. [1800

1949 Riley 1½-litre saloon, one owner, black, radio, heater, excellent condition throughout; £750. —Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [C1016

1950 model Riley 2½-litre saloon, black, radio and heater, 19,000 miles; £915.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom: Molesey 6199. [C3037

1949 Riley 2½ saloon, black and grey, red hide, radio, heater; £785; exchanges, terms.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. [0446/R

ROYS for Reliable Rileys, this week's special.—1935 Riley 9 Monaco Special Series saloon, the like you have not seen, fitted with many extras, £195; 1954 Kestrel 9 saloon, Special Series engine, Scintilla mag., manual rear box; £185.

1933 Monaco 9 saloon, £115; 1935 Monaco 9 saloon, £175; 1936 Adelphi 1½ saloon, £225; 1938 Adelphi 16/4 saloon with radio, £295; 1940 Nutfield 16/4 sports saloon, £395; all above average; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

1949 (July) Riley 2½-litre, maroon, red leather, radio, heater, 27,000 miles, really well kept, a first-class example in all respects; £795; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

245gns.—Riley, 1936 1½-litre Merlin saloon, black, sliding head, blue leather, preselector, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Riley Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Riley cars. —150, Park Lane, W.1. Grosvenor 3434. [0969/R

RROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

YORKSHIRE.—The Riley buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 6841; or—

107, New Cavendish St., Great Portland, St., W.1. Museum 8221. [W3041

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Cars Wanted

RILEYS wanted in good condition for cash.—Mayfair 0131. [W5008

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

CHILTERN CARS require Imps, Sprites and Kestrels.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model 1½-litre Riley.—May. 3051. [W3043

CLARKE & SIMPSON, Ltd.—Best buyers of really well kept post-war Rileys.—73-79, Cadogan Lane, S.W.1. Sloane 4727. [W1048

RILEY.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4055

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1440

H. F. EDWARDS urgently require good Riley for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Riley Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0781

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3, Kensington 7301. [0258/R

RILEY spares and service facilities at the distributors, —Coventry Motor Mart, Ltd., Whitley Showrooms, London Rd., Coventry. Tel. 2146-7. [0443

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London N.W.5. Gul. 5446. [0092/R

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [8149

ROLLS-ROYCE

CMC AR MART, Ltd.

1947 Rolls-Royce Silver Wraith special phaeton (4-door all-weather) by Freestone & Webb, green with brown leather upholstery, guaranteed; £2,750.

1937 Rolls-Royce 25-30hp James Young limousine, blue and black with leather to front and cloth to rear, guaranteed; £1,250.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3454. [C1059

P&J PASS & JOYCE, Ltd., offer:—

40/50 Rolls-Royce Phantom II Sedanca de Ville, first registered 5.4.35, coachwork by Park Ward, upholstery leather and Bedford cord, with two occasional seats, H.M.V. built-in radio, colour dark blue and black; this car is in immaculate condition and has had one owner since new, chauffeur driven, maintained and recently overhauled by Rolls-Royce, Ltd., equipped with new Dunlop Gold Seal tyres; photograph of this exceptionally handsome car supplied upon request.—154, Gt. Portland St., W.1. Museum 1001. [C3059

RIPPON.

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RIPPON BROS., Ltd.,

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

SWANMORE GARAGE.

1947 Rolls-Royce Silver Wraith saloon; £2,695.

1937 Rolls-Royce 25/30 Hooper, 30,000; £1,585.

1937 Rolls-Royce 25/30 Barker, 28,000; £1,195.

1937 Rolls-Royce Phantom III Windover; £1,195.

1953 Rolls-Royce brake (1955 chassis); £1,245.

1932 Rolls-Royce Phantom II Barker; £575.

ALL exceptional cars; terms and exchanges.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

JACK OLDING, of Mayfair,

OFFICIAL Rolls-Royce and Bentley retailers, offer early delivery of new cars with standard and special coachwork.

1948 Silver Wraith Rolls-Royce owner-driver saloon, with electric division, one owner, 25,000 miles; £3,250.

1938 25-30hp owner-driver saloon with division; £1,750.

AUDLEY House, North Audley St., W.1. Mayfair 5242-3-4. [C3050

B. J. HUNTER, Ltd., offer:—

1933 Rolls-Royce 25hp owner-driver saloon, maintained regardless; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

HEARSES 1935 Phantom II Deluxe 1953 partitioned 6-bearer Coachwork, also 1957 Phantom III (genuine 30,000), 5-door 6-bearer 1953 streamlined Coachwork, exclusive equipment, illustrated brochure despatched, reasonable prices. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

ROLLS-ROYCE

JB JACK BARCLAY, Ltd.

LARGEST official retailers of Rolls-Royce and Bentley. Please write for stock list; example, 1959 Wraith 7-passenger limousine by Thrupp & Maberly, finished black with maroon upholstery, mileage 62,000; price £1,950.—Jack Barclay, Ltd., Berkeley Square, London, W.1. Open until 8 p.m. Tel. Gros. 6811 or May 7444. [C1082

VINTAGE AUTOS offer:—

£100—Rolls 20 1927 landaulette, late type wheels and rad.

£135—Rolls 20 1928 landaulette, recently resprayed, rechromed, rehooded, etc.

£335—Rolls 25 o/d saloon by Hooper, green paintwork and interior.

£450—Rolls 25 1933 small owner-driver saloon by Mulliner.

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3951. [C4059

TAYLOR & CRAWLEY offer:—

ROLLS-ROYCE 25/30 owner-driver sports saloon by Freestone & Webb with disappearing division, most excellent condition with satisfactory history; £1,295.

ROLLS-ROYCE 20 7-passenger limousine, wonderful old car; £295.

1934 Rolls-Royce 20/25 sports saloon by Hoopers, recent engine overhaul; £695.

1938 Rolls-Royce fully razor-edged sports saloon by Park Ward, outstandingly beautiful car, genuine one owner, 27,000 miles since new; £1,795.

1939 Rolls-Royce Wraith with most attractive semi-razor-edged sports saloon with large boot by Park Ward, radio, heater, bumpers, discs, genuine 23,000 miles, in most faultless order; £2,350.

1950 Rolls-Royce Silver Wraith with most beautiful owner-driver sports saloon body by Park Ward, 21,000 miles, immaculate; £3,450.

48 Kensington Court, W.8. Western 6015. [C4036

MASCOT MOTORS, Ltd., offer the following:—

1937 30hp Thrupp & Maberly semi razor-edged sports saloon.

1936 25hp Thrupp & Maberly sports saloon.

1935 40-50hp Thrupp & Maberly 7/8-seater limousine.

1934 25hp Young sports saloon.

1933 25hp Barker sports saloon.

1932 25hp Freestone & Webb sports saloon.

1931 25hp Hooper 2-seater drop head coupe.

1926 20hp Melhuish open 4/5-seater.

WE are anxious to purchase pre-war Rolls-Royce and Bentleys with owner-driven coachwork.

MASCOT MOTORS, Ltd., 257-245, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C5007

NORMAN AUTOS offer another as-new pre-war car:—

1937 Rolls-Royce Phantom III Windover sedanca 7-passenger limousine, face forward occasionals, new push-button H.M.V. radio, heaters fitted front and rear, and many other refinements; this car is virtually as new and is surprisingly silent, maintained by a most fastidious chauffeur, photograph of this most elegant carriage on request; price £1,150.—Norman Autos, 354, London Rd., W. Croydon, Surrey. Tel. Thornton Heath 4657. [1751

40—50hp Rolls-Royce Phantom II, make good caravan, without interior fittings; £150.

ROLLS-ROYCE Phantom I Tourer, water jacket cracked; accept £75.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. [C2022

1939 Rolls-Royce sedanca de ville body by H. J. Mulliner, with electric partition, black.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2055

1934 25hp Rolls-Royce Hooper 7-seater limousine, 56,000 miles only, one owner, one chauffeur.

R. C. MORTLAKE, 255, Kensal Rd., London, W.10. Arnold 4604. [C5017

1934 20/25hp Rolls-Royce Gurney Nutting owner-driven sports saloon with boot, black, brown leather.

1928 Phantom I sports Weyman saloon by H. J. Mulliner, black with red leather upholstery.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-9478. [C5055

PHANTOM II 15-seater shooting brake, excellent condition, ideal for hotel, school, athletic club; £400.—Box 6630. [1641

1937 Rolls-Royce Phantom III 7-seater Sedanca limousine, face-forward occasional seats, exceptional record; £795.

ROLLS-ROYCE Silver Wraith, registered January, 1949, utility saloon, 20,000 miles; £2,300.

ROLLS-ROYCE 20-25hp Park Ward 7-seater limousine, registered April, 1933, one private owner; £550.

ROLLS-ROYCE 20-25, registered February, 1936, 7-seater swept-back limousine, face-forward occasionals; £725.

GEORGE NEWMAN & Co., 769, Euston Rd., London, N.W.1. Euston 4466.

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [6057

1937 Rolls-Royce Phantom III, face sideways seats, £695.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1937 Rolls-Royce 7-seater limousine by Hooper, engine guaranteed.—Evans & O'Malley, Lowndes Sq., Knightsbridge, S.W.1. Sloane 1555 or 1709. [1038

PII W.J. series limousine, f.f. occasionals, disappearing partition, spotless condition, has received very careful maintenance; cheap.—Tel. Farnham (Bry.) 4145. [1620

1935 Rolls-Royce, Barker body, specially adapted for Continental touring, 29,800 miles; £675.—Clayton's Cars (London), Ltd., 357, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines). [C1050/1

ROLLS-ROYCE

A&S display selected Rolls-Royce Limousines, moderate mileages. (Competitive prices).

LIMOUSINE 1954/25hp Thrupp, forward occasionals, partition, black, £495.

LIMOUSINE 1957/50hp Thrupp also Hooper, 7-forward, partition, swept tail, reasonable mileages, black, bargain, £945.

LIMOUSINE 1957/50hp Mulliner, swept tail, roomy forward occasionals, leather throughout, black, bargain value.

LANDAULET 1958/50hp Barker, partitioned, 7-forward, swept tail, black, beautiful order, opportunity, £1,145.

LIMOUSINE 1957 Phantom III Park Ward, partition, widest occasionals, swept tail, black, carefully maintained, mileage 55,000, wonderful order, reasonable cost.

LIMOUSINE 1958 (mileage 35,000) Phantom III (solid tappets) Windover, partition, forward occasionals, swept tail, 1950-condition throughout, magnificent carriage.

WRAITH 1939 Thrupp Maberly, partitioned swept tail Limousine, widest occasionals, mileage 32,000, original private owner, delightful condition, £1,645.

ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street, Mayfair-2941. [C1006

1934 Rolls-Royce 25hp H. J. Mulliner 7-seater limousine, black, really excellent condition; £675.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge. Tel. Weybridge 233. [1722

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [8725

1928 20hp fitted with special drop head foursome coupe body of modern design, offered on behalf of the owner at £465.—Full details from the Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012

ROLLS-ROYCE P'I Owen Sedanca foursome drop head coupe by Gurney Nuttine, RY ride control series, well maintained, two owners; £775.—Frank Dale, 27, Hereford Square, Kensington, S.W.7. Fremantle 3789. [C1067

ROLLS-ROYCE 20/25 sports saloon with concealed division, 1936, 54,000 miles only from new, excellent history, £1,275, any car taken in exchange.—Chadneys, 25, Watford Rd., Kings Norton, Birmingham. Tel. Kin. 2827. [1805

ROLLS-ROYCE 20-25hp chassis, fitted with new ash-framed shooting brake body of very modern appearance; choice of cars at £1,150.—Wadham Bros., Ltd., Automobile House, Banister Rd., Southampton. Tel. 2991-5. [1690

OWNER-DRIVER, 1958/30hp Series GGR, swept tail 4-light Barker Saloon (no partition) mileage 19,000, leather throughout, carefully maintained, excellent history, £1,285.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/2

THE SOUTHERN MOTOR Co., originators of the Rolls-Royce replicas, have a few models in stock at reasonable prices.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. [1758

Rolls-Royce Cars Wanted

CMC

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 5454. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2569. [0498/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROLLS-ROYCE Phantom II or 25/30 owner-driver required.—J. W. Medley, 1176, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43545. [W4024

A&S always purchase 7-passenger 25/30hp Limousines, also Coupes and Saloons with boot.

A&S urgently require Phantom II private Limousines, also Phantom III sports Saloons. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841; or

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W5041

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W5050

1937 30hp Rolls-Royce limousine, black and leather, face forward O. seats, must have good history.—The Garage, Walgherton, Nr. Nantwich, Cheshire. Tel. Wybunbury 321. [1920

THE SOUTHERN MOTOR Co., is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [7540

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0597/R

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [C1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0614/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Spares and Service

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director, "Wilkie" Wilkinson, Merchiston Mews, Edinburgh, 10. Tel. Jubilee 2785. [0567

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [B5050/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [0064/R

ROVER 10

1952 (January) Rover P4, green, in excellent condition throughout; £1,250.—Box 6655. [1854

ROVER 10, 1940 saloon, black, maintained throughout by Rovers; £595.—Campbell Symonds, Wembley 6262. [C1057

1937 Rover 10 saloon, guaranteed; £225; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

£285 !!!—1938 Rover 10 de luxe saloon, excellent bodywork, very clean inside and mechanically 100%; 3 months' guarantee; hire purchase; exchanges. LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ROVER 12

295 gns.—Rover 12, 1939 sports saloon, black, sliding head, brown leather, good condition; terms, exchanges.—Rowland Smith.—Below.

175 gns.—Rover 12, 1936 sports saloon, grey, sliding head, maroon leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1947 Rover 12 6-light saloon, black with cloth upholstery and loose covers, one owner, licensed to December.—Dixons Garage, 154, West Hill, Putney, S.W.15. Putney 0596. [C1075

1936 Rover 12 special sports saloon that cannot fail to impress on condition and performance; £185; h.p. and exchanges.—Rovs Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

£645 !!!—Rover 12 open 4-seater sports tourer, first delivered and registered March, 1948, a most immaculate example of this rare series, beautiful coachwork with rich leather upholstery, disappearing hood, all over tonneau cover, twin Mellowtones and pass lights, mechanically this is one of the very finest post-war Rovers it has ever been our pleasure to handle, its road performance cannot fail to satisfy discriminating enthusiast.

£295 !!!—Rover 12 sports saloon, 1938, four-light model, basically the same as post-war series, very handsome lines and bright coachwork, opportunity to purchase essentially modern looking Rover with above average performance for a very modest outlay for other Rovers see advert. on page 46 in this issue. CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

ROVER 14

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Rover 14 sports sal.; £650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

CASS'S MOTOR MART.—An outstanding 1936 Rover 14 saloon, genuine 42,000 miles, one owner, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1939 Rover 14, five nearly new tyres, very clean car; £575.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1936 Rover 14 sports saloon, in exceptional condition both mechanically and in appearance; £220.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

£595 !!!—Magnificent 1947 Rover 14 saloon de luxe, late owner enthusiast, whole vehicle outstanding having just had £95 overhaul, this vehicle cannot be faulted, you must see and compare it with others offered; 3 months' guarantee; hire purchase; exchanges. LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£445 !!!—One of the rare Rover 14 drop head foursome coupes, late 1939 with beautifully styled Tickford coachwork, immaculately finished in Rover green, three position hood, disc wheels and late type instruments like post-war series, mechanical condition is in every way quite in keeping with the appearance, not one of the cheapest advertised, but condition must surely compensate; any trial or examination cordially invited.

£395 !!!—1940 Rover 14 sports saloon, identical in every respect to 1947 model, £70 reconditioning carried out this year alone, exceptional bargain; for other Rovers see full-page advert. in this issue. CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ROVER 16

H. A. SAUNDERS, Ltd., offer:—

1947 Rover 16 saloon, black with fawn cloth upholstery; £645.

836—842, High Rd., N.12. Hillside 0024. [C2027

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 Rover 16 saloon, radio, spot lamps, and in immaculate condition throughout; £600.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6084-5. [C2034

245 gns.—Rover 16, 1938 de luxe saloon, metallic blue, sliding head, blue leather, Ace discs; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

ROVER 1939 16 foursome Tickford d/h coupe, privately owned and maintained in first-class condition, new leather upholstery, battery, tyres, shock absorbers, beautiful and reliable car, only being sold because new car allocated; offers nearest £375.—Box 6625. [1825

ROVER 16

£595 !!!—Immaculate Rover 16 sports saloon, registered February, 1947, maroon with red hide upholstery, fitted heater, perfect mechanical condition; demonstrated anywhere; part exchange and hire purchase facilities available.—Cox's Motors, 11-15, Conduit St., Leicester. Tel. 60519. [C1059

ROVER 20

HENDON CENTRAL GARAGE, Ltd., offer:—

1937 Rover 20 sports saloon, taxed year, immaculate condition, this car must be seen; £285.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

ROVER 20 sports saloon, 1938, most excellent condition, bodywork unmarked; £365; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, Finchley, London, N.20. Tel. Hillside 6671-2. [C1020

ROVER 60 & 75

CAR MART, Ltd.

1949 Rover 75 P3 saloon, guaranteed; £850.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

BOON & PORTER, Ltd.

1949 Rover 75, green, one owner, H.M.V. radio, excellent condition; £795.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

H. A. SAUNDERS, Ltd., offer:—

1949 Rover 75 saloon, grey with red leather upholstery, radio, heater, numerous extras, recorded mileage 22,200; £825.

836—842, High Rd., N.12. Hillside 0024. [C2027

CHARLES FOLLETT, Ltd., offer:—

1948 Rover 75 sal., black, grey leather, 21,000 miles only, this car has been most carefully maintained and is guaranteed; £835.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station.—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

GUY SALMON AUTOMOBILES offer:—

1950 Rover 75 P4 saloon, 22,000 miles, black/grey leather, immaculate; £995.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Individuality, new and used cars.

1952 series Rover 75 saloon, mileage 9,000.

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029

1948 (Sept.) Rover 75 sal., black/brown, ex. cond., heater, 26,000 miles.

1948 Rover 60 sal., black/green, radio, heater, 25,000 miles, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [C4029

1953 (April) Rover saloon, under 200 miles; list price or near.—Weybridge 600. [C4023

1950 P4 Rover saloon, fitted radio, heater, a superb one-owner, low-mileage car; £985.

RIPCO, Ltd. (Rovers purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1952 Rover P4 saloon, black/red; £1,225.—Jack Olding & Company, North Audley St., W.1. Mayfair 5242. [C5050

1952 Rover P4 saloon, 9,200 miles, heater, absolutely faultless; £1,260.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

£799 !!!—Cheapest and best offered! Spotless, magnificent 1949 Rover 75 sports saloon, don't miss this one; 3 months' guarantee; hire purchase, exchanges. LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ROVER P4, 1951, immaculate condition, practically new, guaranteed mileage 2,050, latest super H.M.V. radio; £1,100.—Bill Switchgear, Ltd., Aston Lane, Perry Barr, Birmingham, 20. [1930

PRIDE & CLARKE, Ltd.—1948 Rover 75 P3 saloon, black/grey leather, nominal mileage, heater, H.M.V. radio; £695, three months' guarantee; terms, exchanges; lists.—257, Brixton Hill, S.W.2. Tul. 5664-5. [C5068

1950 (Sept.) Rover P4 saloon, black, red hide, coachwork quite unscratched; £975; exchanges, terms.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [1140

BOON & PORTER, Ltd.

1951 Land-Rover, green, 24,000 miles, excellent condition; £595.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1950 (Oct.) Land-Rover, 22,000 miles, well maintained throughout, to-day's list price approximately £600, our price: £565.

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [C5044

APRIL 1950.—Land Rover, very good condition; £350.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [1905

1950 Land-Rover, low mileage, one owner, exceptional condition; £365.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1951 Land-Rover, low mileage, fully equipped, £585; h.p. and exchanges.—Rovs Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (the Land-Rover Specialists) wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [W2059

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21526).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0080/R

CARR BROS. GARAGES, at any depot, 21, Soho Sq., W.1 (Ger. 6676/9); Putney Bridge Ser. Stn., S.W.6 (Ren. 6395); Airways Garage, opp. London Airport (Hou. 4606); or Head Office, Purley, Surrey (Uplands 4812-3). [W1041

Rover Miscellaneous Cars Wanted

CMT

THE CART MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 5454. [0971/R

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

JACK OLDING, Ltd., will purchase Rover cars.—8-10, North Audley St., Mayfair 5242. [W3050

REQUIRED immediately, good Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

£1200 cash waiting for best Rover or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

WANTED, privately owned 1939-40 10hp or 12hp Rover saloon, must be first class condition.—Write C. Harrison, Sutherland House, Surbiton, Surrey. [1921

H. F. EDWARDS urgently require good Rover for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

LEATHWOOD'S GARAGES, Ltd., 205, St. James's Rd., Croydon. Tho 1222. Main Rover dealers for Croydon. [0219/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555/R

SINGER

DICKS

1939 Singer 9 sports roadster, very attractive car in red, full 4-seater; £250.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1951 Singer 4AB Roadster, 13,000 miles; £550.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

NOEL ROSCOE offers:—

1½-litre 1936 genuine Le Mans 2-seater Singer, definitely the finest example in the country to-day, titled lady owner, unused 9 years, 47,000 miles, black with brown leather, all original and as new, absolute specimen; £525.—High Rd., Byfleet, Surrey. Tel. 270. [C5062

H. A. SAUNDERS, Ltd., offer:—

1951 Singer 5 roadster, blue with beige upholstery, recorded mileage 17,900; £485.

836—842, High Rd., N.12. Hillside 0024. [C2027

B. J. HUNTER, Ltd., offer:—

1952 Singer S.M. saloon, one owner, really as new; £675.

1950 Singer S.M. saloon, really fine order throughout; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

1952 new shop-soiled Singer S.M 1500 saloon; £895.

GORDON CARS (LONDON), Ltd., Gordon Hse., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

1948 Singer 10 de luxe, black, red interior, one owner, 24,000 miles, good condition; £350.—12, Church St., Luton 4212. [1889

1952 Singer S.M. 1500, low mileage, excellent condition; £695.—E.P.S. Motors, Kingston-By-Pass, Esher. Tel. Emberbrook 5000. [C2004

£525!!!—Superb 1951 Singer 4AB roadster, l.f.s., 14,000 miles only, whole car as new.—Cox's Motors, 11-15, Conduit St., Leicester 60319. [C1059

495 gns.—Singer 9, 1951 4A.B. sports roadster, grey, fawn upholstery, l.f.s., one careful owner, small mileage, original spare unused, exceptional condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Singer 9, 1939 sports roadster, black, red leather, glass side screens, unworn spare, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

JACK ROSE, Ltd., offer guaranteed 4,000 miles only 1951 Singer Roadster sports 4-seater in green, one owner, positively unmarked; accept £545.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

£595!!!—1951 model SM.1500 saloon, with polished wood facia and folding armrest to front seats, built-in heater, immaculate fawn finish with beige leather, low mileage and in exceptional order.—CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Deansgate 4507. [0399/R

£385!!! Magnificent Singer 9 post-war sports 4-seater, similar vehicle to current production, in beautiful condition and gives sparkling performance on the road. 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Singer Cars Wanted

ROWLAND SMITH'S. The Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd. (the Singer dealers)

URGENTLY require good Singers.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [W2040

SINGER in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

WHY accept less for your Singer 1500 when you get its full market value from Ferraris of Cricklewood, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

Singer Spares and Service

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [7254

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605/R

SPORTS CARS

ACRES offer:—

1950 Cooper Mark IV, recently completely reconditioned and in racing trim, complete with trailer and many spares; trial and demonstration by appointment; first £400 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

VINTAGE AUTOS.

DON'T come to us if you wish to purchase a post-war "modern" or pre-war "bread and butter" car. (We hate 'em.) But if you require a good thoroughbred vintage, sports or Continental car we have the finest stock in the country. Always 60 cars for the enthusiast from £60 to £500. As our stock is constantly changing, by the time you read this advertisement most of the cars we would have advertised will have been sold. Kindly 'phone, write or call for the car you require. Immediate h.p. terms and insurance on any car. We are open till 8 p.m. for inspection 7 days per week.

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

CHARACTER CARS

CORDIALLY invite you to visit additional premises in Croydon where a selection of sports, vintage and other cars of quality is available for examination and where our specialist repair and reconditioning, cellulosing, panel beating and trimming facilities provide a complete, knowledgeable and enthusiastic service for the discriminating owner-driver.

124—126, Haydons Rd., S.W.19. Liberty 7677-8. Wellesley Court Rd. (George St.), E. Croydon. Croydon 2555. [C1044

MERCURY offer:—

£295—1939 M.G. T.A. 2-seater, ex-cream cracker car, excellent.

£275—1938 Talbot 10 drop head coupe, super condition.

£275—1951 Alfa Romeo 1750 supercharged 2-seater drop head coupe, spotless.

£195—1955-6 Frazer Nash-B.M.W. 2-litre 4-seater cabriolet, excellent runner, except for bad 2nd gear pinion.

£185—1954 Singer Le Mans 2-seater, very good condition.

£165—1934 (August) Morgan super sports, lately reconditioned.

£135—1934 B.S.A. 4-cylinder 3-wheeler, one owner 15 years.

£95—Austin 7 special 2-seater, Cambridge conversion, smart car.

TERMS and exchanges.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6508-9. [C3013

SPORTS CARS

PERFORMANCE CARS.

WINDMILL GARAGE, Great West Rd., Brentford, Middlesex. Ealing 8841.

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WEST END Show Hall, 107, New Cavendish St., W.1. Museum 8221.

PICK your choice from the largest sports car show in Britain.

COMPARE all the different models, over 100 cars plainly marked with year and price.

WRITTEN guarantee; immediate h.p. and insurance; B.M.T.A., M.A.A.; appointed R.A.C. and A.A.

ALFA-ROMEO 2.3 s/c Castagna coupe, 1934, £345; Alfa-Romeo 2.6 s/c 4-str., 1934, £295.

AUSTIN 12/4 tourer, 1926, original condition, £75; Austin 7hp Ruby saloon, 1935, £115.

ASTON MARTIN 1½-litre Mark II 2/4-seater, 1935, £395; 1½-litre Mark II 4-str., 1934, £345.

ALVIS Speed 20 V.D.P. tourer, 1934, £265; Bentley 3-litre Red Label tourer, 1927, £225.

BENTLEY 3-litre Barker tourer, 1927, £175; Bentley 3-litre Blue Label saloon, 1929, £125.

DELAHAYE Type 135 d/h foursome, 1948, £1,365; Delahaye light 2-litre competition 2-str., 1949, £895.

FIAT 500 cabriolet 2-seater, 1938, £195; Fiat 500 fixed head coupe, 1938, £165.

FRAZER NASH-B.M.W. Type 55 2-seater, 1937, £325; Frazer Nash-B.M.W. Type 45 cabriolet, 1936, £195.

HOTCHKISS 26hp Paris Nice coupe, 1937, £295; Hillman Minx 12hp de luxe saloon, 1946, £395.

LAGONDA 4½-litre V.D.P. tourer, 1934, £265; Lagonda 4½-litre pillarless saloon, 1934, £245.

LAGONDA 3-litre sports saloon, 1933, £145; Lagonda 16/80 tourer, 1933, £195.

MERCEDES-BENZ 540K Type B cabriolet, 1938, £495; 500K Type A cabriolet, 1935, £475.

MERCEDES-BENZ Type 290 V cabriolet, 1937, £595; Morgan 4/4 10hp coupe, 1940, £295.

M.G.—See large selection under M.G. column; try us for spares and repairs.

MORRIS 12 fixed head coupe, 1936, £195; Morris 8 2-seater, 1938, £195.

RILEY 9hp Lynx, 1934, £225; Riley Kestrel 12hp saloon, 1933, £125.

ROLLS-ROYCE 20, fitted late close-coupled limousine body, very attractive lines, 1929; £245.

ROLLS-ROYCE 20 owner-driver saloon, 1927, £195; Rolls-Royce Ph. I limousine, 1927, £125.

ROVER 14 family saloon, 1935, £195; Singer 9 Le Mans coupe, 1933, £95.

SUNBEAM 20hp sports saloon, specimen 1935, £195; Talbot 105 V.D.P. tourer, 1936, £195.

TALBOT 10 4-seater tourer, 1936, £220; Triumph 14 Dolomite 2-seater d/h, specimen, 1940, £545.

WOLSELEY 12 Tickford coupe, 1934, £175; Wolseley 14 d.h. foursome, specimen, 1937, £295.

PERFORMANCE CARS. [C3041

B. & G. MOTORS offer:—

£200—Aston Martin 1½-litre open 2-seater, Alfa red, outside exhaust and Brooklands silencer.

£195—Lagonda 16/80 sports saloon, positively immaculate car, beautiful in appearance and goes like a bomb.

£155—Wolseley Hornet 12hp Daytona 4-seater, green, a really nice car that only wants seeing.

£150—Wolseley Hornet 12hp Daytona 4-seater, black.

£150—M.G. 12hp N-type Magnette open 4-seater, black, all-over tonneau cover.

£120—Ford 8 Alpine open sports 4-seater, red; another maroon.

£120—Sunbeam 18.2hp foursome sportsman's sunshine coupe, like new inside, original tools, etc.

£120—Morris 8 1937 series I open 2/4-seater, a genuine B. & G. bargain at this price.

£105—Wolseley Hornet 12hp open 4-seater, green, a really smart little car with almost new hood, etc.

£105—Wolseley Hornet sports fitted Riley 9 engine and gear box, 5 almost new tyres.

£80—Wolseley Hornet 12hp streamlined open sports 2-seater, immaculate British racing green cellulose.

TERMS; many others.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3576. [C1019

ROWLAND SMITH'S for Sports cars.

625 gns.—M.G. Midget, 1950 11hp T.D. 2-seater, ivory, red leather, tuned to stage I, IFS., H.M.V. radio, numerous extras, small mileage, good tyres, carefully used, exceptional condition; terms; exchanges.—Rowland Smith, below.

495 gns.—Singer 9, 1951 4AB sports roadster, grey, fawn upholstery, IFS., one careful owner, small mileage, original spare unused, exceptional condition; terms; exchanges.—Rowland Smith, below.

325 gns.—Frazer Nash-B.M.W., 1937 model, 1½-litre type 40 super sports 2-seater, metallic green, grey leather, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

295 gns.—M.G. Midget, 1938 10hp T 2-seater, maroon, fawn leather, new hood and side screens, excellent condition; terms; exchanges.—Rowland Smith, below.

195 gns.—Austin 7, November 1936 Nippy sports 2-seater, sea green, spare unworn, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

AUSTIN utility, £35; Austin 10, £95; Alvis Speed 20, £125; Alvis 17, £95; Buick coupe, £75; Commer van, £45; Citroen 12, £65; Daimler 15, £125; Ford 8 (choice of 4), from £95; Hillman 10 (choice of 3), from £85; Humber utility, £75; Lancia Dilambda, £95; Lea-Francis 10, £75; Morris 8 saloon (choice of 4), from £75; Morris 16, £75; Pontiac utility, £75; Pontiac saloon, £125; Riley 9 (choice of 3), from £55; Riley 14, £35; Rover 16, £145; Rolls-Royce, £95; Standard 12, £75; Singer 9 saloon, £125; Sunbeam 18hp coupe, £95; Talbot 10, £125; Wolseley 12, £95; Wolseley 14, £145.

IMMEDIATE insurance and easy terms on all cars; part exchanges, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford Middx. [C3041/1

PEUGEOT 302 model d.h. coupe, 1,465cc, l.h.d., in excellent condition, 31mpg; £195.—Pollard 2142. [1876

SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer at sensible prices:—

BENTLEY Red Label 3-litre speed model V.D.P. 4-seater, extremely fast.

B.M.W. type 328 late 1939 streamlined competition 2-seater, heavy duty axle, late property of well-know racing driver, terrific performance.

BROUGH SUPERIOR 22hp late 1938 streamlined Alpine competition open 2/4-seater, cycle wings, Ace discs, aeroscreens, most attractive car.

CITROEN 15 1939 de luxe, fawn leather, spectmen.

FIAT 500, genuine 1939 drop head coupe, radio, etc., red with red leather, exceptional; one other.

HISPANO-SUIZA, July, 1936, very rare 52hp, fitted with beautiful swept-back foursome drop head coupe, reconditioned comp.ete.y from chassis onwards, showroom condition throughout, dual bronze, plastic hood.

LAGONDA 4½ 1934 model sports 4-seater, reconditioned engine, new hood, racing green.

LAGONDA LG45, 1937 model pillarless sports saloon, immaculate condition, bills available for £241 overhaul, radio, Ace discs, bumpers, etc.

MERCEDES-BENZ supercharged 500K, reputed specially built for Caracciola 1938, fitted with most beautiful streamlined 2-seater fixed head roadster coupe, fully reconditioned engine, etc., recellulosed, completely repholstered in fawn hide, new lining and mats, rechromed; without doubt one of the prettiest Mercedes in existence.

MERCEDES-BENZ supercharged 540K special streamlined 2/3-seater drop head coupe, reconditioned engine, brakes relined, etc., etc., new hood, recellulosed, very attractive car with 2 spares at rear.

ROLLS-ROYCE 20 Cooper replica f.d.h., deep radiator, radio and heater, twin pass lamps, 19in wheels, new hood, twin horns, bills available for approx. £500; £400, specimen chassis.

ROLLS-ROYCE 50hp 1937/8, fitted with most beautiful French 2-door close-coupled foursome coupe body, finished in black with light blue sides, natural hide upholstery, chassis and body reconditioned throughout, virtually as new.

ROLLS-ROYCE 25hp Windover sports saloon, April, 1935, large rear boot, Ace discs, etc., blue with blue leather.

VANGUARD estate car, 1949/50, leather upholstery, heater, reconditioned engine and brakes, one owner only, immaculate.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

CAMDEN MOTORS.—Sports cars; see full page advert. on page 46 in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

LAGONDA 2-litre saloon 1930, excellent condition; bargain £75.—29, Carlton Rd., S.W.14. [1751

PERFORMANCE CARS (West End Branch), 107, New Cavendish St., W.1 (Museum 8221), offer:—

ASTON MARTIN 1½-litre Mark II 2/4-seater, 1934, £345; 1½-litre Mk. II 2/4-str., 1935, £395.

AUSTIN 12/4 tourer, 1926, original condition, £75; Austin 8 4-seater tourer, 1946, £175.

BENTLEY 3-litre short chassis 2-seater, 1925, £345; Bentley 3-litre 4-seater tourer, 1927, £195.

LAGONDA 4½-litre V.D.P. tourer, 1934, £255; Lagonda 4½-litre LG45 sports saloon, 1937, £295.

MERCEDES-BENZ 290V cabriolet, 1939, £595; 500K Type B cabriolet, 1935, £495.

M.G.—See large selection under M.G. column; try us for spares and repairs.

RILEY 9hp Monaco saloon, 1933, £115; Riley Lynx 9hp tourer, 1934, £225.

SINGER 9 Le Mans 4-seater, 1933, £95; Singer 9 Le Mans coupe, 1933, £95. [C3041/2

1939 14hp Salmson, one owner since new; £250.—50, Brighton Rd., Banstead, Surrey. Burgh Heath 1520. [1937

SNIP, £98. Cunard Morris 12-6 special sports 4-seater, good condition; evenings, week-ends.—35, Wilton Crescent, Wimbledon. [1827

£130—Standard Avon Special 10hp 2/4-seater, 1934, in good condition, new tyres and sports coil, brakes relined.—Crawford, 81, Princes Ave., N.15. [1829

SPEEDSTERS, Ltd.—The best conditioned sporting cars in this country.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [C4020

£120—Triumph Southern Cross open 4-seater, 1934, 9.55hp, 10,000 miles since rebore, good tyres, sidescreens, hood.—Christophersen, Flaxman 8526, 16, Chelsea Embankment, S.W.3. [1845

ROSE & YOUNG Ltd., offer H.W. Alta 2-str. sports, very fast, numerous spares, ready for season's racing; offers.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

JOHNSON & BROWN offer: Alvis Silver Eagle tourer, 17hp, 1930, £150; Alvis Firefly saloon, 12hp, 1934, £130; Bentley 8-litre sports saloon, 1932, £195; Bentley 4½-litre tourer, 1930, £195; Bentley 3-litre short chassis 1925 drop head coupe, £295; Bugatti type 50 supercharged roadster, £795; Frazer Nash-B.M.W. type 328 2-litre cabriolet, 1937, £395; Invicta 4½-litre 1931 Lancefield drop head coupe, £225; Lagonda 3-litre tourer, 1931, £195; Talbot 65 saloon, 1934, £215.—Ringers Rd., Bromley, Kent. (20 minutes Victoria.) Ravensbourne 6479 and 2522. [C5049

J. H. BARTLETT offers the following selected and guaranteed sports cars: Alfa-Romeo 1200mph Le Mans winner; Alfa-Romeo 2.3 s/c Farina coupe; Aston Martin 1939 series 2-litre drop head, £550; Bentley 1938 saloon, very low mileage, £1,250; Bentley 1937 4½ all-steel Park Ward specimen car, £1,150; Bentley 1934 3½ Park Ward, choice of two at £575 and £525; Bristol 401 Farina coupe, £1,950; Bristol 1948-49 saloon, £1,275; Frazer Nash-B.M.W. 327/80, £500 spent on reconditioning, £850; Frazer Nash-B.M.W. 327/55, £695; Frazer Nash-B.M.W. 327/80 fixed head, £595; Frazer Nash-B.M.W. 1939, 321 saloon, £595; Healey 1948 Duncan saloon, £725; Healey 1948 special saloon, £595; Invicta 100mph low chassis model, mint condition, £550; Jaguar Mark VII saloon, 11,000 miles, £1,550; Jaguar 1952 XK120, all modifications, choice of two, £1,350; Jaguar XK120, 14,000, specimen car, £1,100; Jowett Jupiter 1952 90mph sports 2-seater, £795; Simca 1951 sports Farina coupe, very low mileage, £1,250.—27a, Pembridge Villas, W.11. Bayswater 0525. [C101

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Sports Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—107, New Cavendish St., Great Portland, St., W.1. Museum 8221. [W3041

JOHNSON & BROWN buy good sports cars.—Burgess Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2522. [W3049

CHILTERN CARS urgently require the better type of British and Continental sports cars.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

2-SEATER Frazer Nash or similar sports car suitable for competitions, must be mechanically perfect and in 100mph class.—No funny prices please, and all particulars to Box 6556. [1681

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0755/R

S.S.

S.S. 20hp saloon, 1934, excellent order, taxed; £85, terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance G.P.O.). [C5055

STANDARD 8

GATEHOUSE offer:—

1948 Standard 8hp saloon, black, choice of two, in excellent condition; from £315.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

SLOCOMBES, Ltd., Willesden 4869.

WE are pleased to offer this exceptional example of a 1948 drop head foursome Standard 8.

THIS carriage is in black spotless cellulose with brown leather interior, it is also unmarked; the engine unit was replaced 1,000 miles ago and the car needs no attention, and is, of course, covered by our free service guarantee.

MR. T. P. DAWE will be pleased to handle your enquiry personally.

WE close at 7.30 p.m.

WRITE, call or 'phone.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

TANKARD & SMITH, Ltd., offer 1948 Standard 8 tourer, in excellent condition throughout; £295.—Below.

TANKARD & SMITH, Ltd., offer 1940 Standard 8 saloon in black with blue leather; £220.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

1946 Standard 8 coupe, immaculate, low mileage, new hood and tyres recently; £245.—34, Cotman Rd., Norwich. [1815

£333 !!!1948 Standard 8 4-seater tourer, excellent throughout, and gift at this price, 5 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., N.12. Finchley 6221. (East Finchley Underground.) [C2052

£295.—1946 8hp Standard drop head coupe, excellent condition.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1946 Standard 8 coupe (October), black, one private owner, completely overhauled, all bills available, exceptional condition; £350.—Tel. Pickles, St. Albans 1451. [1801

NAYLOR & ROOT.—1947 Standard 8 4-seater tourer, grey/blue, low mileage, very attractive; £295; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

STANDARD 9

1939 Standard 9 saloon, excellent condition; £225, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1937 (June) Standard Flying 9 2-door saloon, fawn with maroon interior, excellent tyres and mechanical condition throughout; £185.—Garage Service Co., Ltd., 1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

STANDARD 12

175 gns.—Standard Flying 12, 1937 model de luxe saloon, black, sliding head, green leather, very good condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£195.—Flying 12 de luxe 4-door saloon, black, sunshine roof, brown leather upholstery, twin horns, spot lamp and parking lamp, new aluminium cylinder head and carburettor, new Lucas battery, 5 new tyres, taxed December, car generally in excellent condition, 1937.—Mansfield Motors, 140, New Kings Rd., S.W.6. Renown 1012. [1885

STANDARD 14

DICKS.

1946 (Sept.) Standard 14 saloon, excellent condition throughout; £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6868-9. [C1072

ELITE MOTORS offer:—

1948 Standard 14 foursome drop head coupe, black/brown leather, really attractive appearance, faultless mechanical condition; £455.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

1948 Standard 14 de luxe saloon, immaculate; £495.—Wray Park Garages, Reigate 2263. [1862

1947 (July) Standard 14, black, H.M.V. radio, heater; £435.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hen. 1423-4. [C5063

1948 model Standard 14, reconditioned engine, black, beige leather, first-class order; £395.—Stamford Hill 8000, Extension 17. [1954

STANDARD 14

1948 Standard 14 saloon, black, excellent condition, guaranteed; £415, exchanges, terms.—Palmers, 55, York St., Twickenham. Popesgrove 1890/7067. [C3034

1947 model Standard 14 saloon, acquired from original owner, coachwork really immaculate, excellent mechanical condition, very attractive, well-kept car; sound value, 365gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0067-9. [1775

STANDARD VANGUARD

CAR MART, Ltd.

1950 Standard Vanguard saloon, radio, heater, 20,000 miles; £585.—Car Mart, Ltd., 320, Euston Rd., N.W.1. [C1059

GATEHOUSE offer:—

1949 Standard Vanguard, green, 26,000 miles, heater, immaculate condition; £495.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

TOM GARNER, Ltd., offer:

1951 (December) Standard Vanguard saloon, Comet blue with red upholstery, 800 miles only; £765.

1952 Standard Vanguard estate car, Comet blue with red leather, heater, radio, 10,000 miles only; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS, Ltd., offer:

1951 Standard Vanguard saloon, black with red upholstery, radio and heater, recorded mileage 14,700; £645.

1951 Standard Vanguard saloon, maroon with fawn upholstery, heater, recorded mileage 21,100; £625.

836—842, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

1952 Standard Vanguard saloon, grey, 5,000 miles; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C5051

CHARLES RICKARDS, Ltd., offer:—

1949 (December) Standard Vanguard, finished black, with brown leather, fitted H.M.V. radio, heater, 25,000 miles, one owner since new, faultless condition; £525.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C5050

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Standard Vanguard saloon, one owner, taxed fitted radio and heater; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1950 Vanguard, splendid condition; £525.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1952 (July) Vanguard, grey, heater, 5,000 miles; £695.—Mansfield Autos, Ltd., Euston 2587. [C3001

1953 (April) Vanguard saloon, heater, list price; £815, near offer; 150 miles.—Weybridge 600. [C4023

1951 Vanguard saloon, fitted overdrive and heater, spare unused; £645 or exchange Riley or similar.—Uplands 1525. [1918

1950 (May) Vanguard saloon, black, red leather, heater, 20,000 miles; £565.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1952 Standard Vanguard saloon, grey with grey leather upholstery, fitted heater, one owner, 8,000 miles, unmarked; £695.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1951 (December) Vanguard, blue, red leather, heater, radiator, blind, 27mpg, owner going abroad; £575.—Headley, Alison House, Aldershot. [1654

IMMEDIATE delivery, Standard Vanguard Phase I saloon, brand new and guaranteed at reduced price of £794/16/8.—Cranleigh Motors, Cranleigh 523. [1718

NAYLOR & ROOT.—1951 Standard Vanguard saloon, black, red interior, 16,000 miles only, unblemished throughout; £635; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1951 (Sept.) Standard Vanguard, black, red leather, low mileage, fitted with overdrive, radio, heater, etc., whole car literally as new; £650.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

£685!!!—Standard Vanguard saloon, February, 1952, in leather with heater, quite immaculate and with very low mileage even for a car only 14 months old; also 1950 and 1949 Vanguards from £495; write for details.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. [C1035

1952 (July) Standard Vanguard, black, red leather, overdrive, heater, Tygan loose covers, 8,000 miles, quite exceptional throughout; £745; exchanges, deferred terms; many others.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

595 gns.—Standard Vanguard, 1951 saloon, black, fawn upholstery, push-button radio, heater, nylon plaid loose covers, one owner, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1951 Standard Vanguard saloon, black/beige leather, heater, one owner, £589; 1950, maroon/beige leather, heater, £529; 1949, black/blue, red or beige leather, heater, radio, one owner, choice 3 from £449; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251.

Standard Vanguard Cars Wanted

VANGUARD saloon or estate, good, bad or indifferent condition, purchased for cash.—Mil. 5172. [1007

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Standard Vanguard Cars Wanted

£675 cash waiting for best Standard Vanguard or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

WHY accept less for your Standard Vanguard (1949 preferred) when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052/R

Standard Miscellaneous Cars Wanted

C
M
T

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 5454. [0975/R

R
S

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

STANDARD in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

TRAYNOR MOTORS, of East Ham.—Good buyers of Standard cars, all models 1937 onwards.—Grangewood 2530/5834. [W4052

WHY accept less for your Standard 8 or Vanguard saloon when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

H. F. EDWARDS urgently require good Standard for immediate cash; distance no object—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

KJ MOTORS, Ltd., for spares, reconditioned units, Girling agents.—Bromley, Kent. Rav. 3456. [0567/R

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0501/R

STANDARD spares, all models from 1934 by return of post; genuine factory replacement engines; quote commission number when ordering.

WHITES GARAGE, Ltd., Standard & Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [5943

STANDARD spares, all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5591. [5941

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

FOR the finest service available post your enquiries to Swain & Jones, Ltd., Distributors, Farnham, Surrey, for all Standard and Triumph spares from 1952 onwards; engines a speciality. [0195/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Middlesex.—Standard spares service units and reconditioned engines; retail and trade; prompt postal service.—Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0544/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STEYR

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2, offer:—

20hp supercharged Steyr occasional 4-seater coupe, body by Jensen, a magnificent car just overhauled at a cost of £160, recellulosed, finished ivory; £395. [C1001

STUDEBAKER

SIMPSON'S offer:—

1952 Studebaker Champion saloon, 4-door, radio, heater, seat covers, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-3903. [C4015

1938 Studebaker saloon, reconditioned engine, perfect, guaranteed; £180, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4058

RHD late model Studebaker, colour black; £1,050.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1949 Studebaker Champion, registered 1953, recorded 29,000 miles, heater, radio, loose covers, overdrive, 25mpg, grey and red, special full 6-seater, 2-door saloon, one owner.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1940 Studebaker Commander saloon, right-hand drive, steering column change, overdrive, Tygan loose covers, taxed to 1954; £249.—Broxbourne Motors, Ltd., Broxbourne, Hoddesdon 2927. [1652

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STUDEBAKER

RIGHT-hand-drive 1951 Studebaker Commander Land Cruiser, ohv V.8 4-door saloon, Earls Court Show model, maroon with Whitewall tyres, Regency grey interior, tailored covers, radio, heater, screensprays, winkers, low mileage, 25 mpg, fitted overdrive and free-wheel optional, most magnificent; offers.—Tel. Coventry 68223. [179.

Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Studebaker buyers Wembley 8691/3903. [W4015/R

SUNBEAM

23hp.—Sunbeam Tickford sal., grey, radio, ex. cond.; £235.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1932 Sunbeam 18.2hp close coupled foursome, body interior and exterior in first-rate condition, mechanically perfect, excellent tyres on k.o. wheels with 16in brake drums, new battery, all instruments in working order, taxed to December, 1953; £175, or would exchange for 1931-32 25hp model with similar body; seen by appointment.—Bury, 245, South Norwood Hill, S.E.25. Livingstone 2904 evenings. [1741

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares, service.—Shandon Garage Abbeville Rd., S.W.4. Tul 4505 [0315/R

SUNBEAM-TALBOT

ACRES offer:—

1950 Sunbeam-Talbot 90 saloon, finished in polychromatic silver with brown leather upholstery, complete with seat covers, hosts of extras, including heater and radio, beautifully kept and maintained by an extremely careful owner; this magnificent vehicle is practically unmarked and indistinguishable from new, taxed and ready to drive away at the very attractive price of £725.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

SCOTT CARS offer:—

1950 model Sunbeam-Talbot 90 drop head coupe, immaculate throughout; £685.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

B. J. HUNTER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, most carefully used; £650; choice of 2.

1948 Sunbeam-Talbot sports tourer, positively as new throughout; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

WARWICK WRIGHT, Ltd., offer:—

1952 Sunbeam-Talbot 90 convertible coupe, radio and heater, gun grey, 6,000 miles; £1,195.

1952 Sunbeam-Talbot 90 saloon, radio and heater, green, 8,000 miles; £1,025.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 (April) Sunbeam-Talbot saloon, 13,000 miles, radio, one owner; £825.

9, Albemarle St., London, W.1. Grosvenor 5551. [C1018

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1940 (Oct.) Sunbeam-Talbot 10hp drop head foursome coupe, black, brown leather upholstery, radio, taxed, nice condition throughout; £335.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1953 mdl. S/Talbot 90 saloon, 1,300 miles; £1,195.

GORDON CARS (LONDON), Ltd., Gordon Hse., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

1952 Sunbeam-Talbot 90 coupe, green, red leather, 3,500 miles, as new, heater, covers, etc.; £1,200.—Stapleton, Luffenham, Oakham. [1847

1951 Sunbeam-Talbot 90 drop head foursome, radio, heater, unblemished; £825.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040

£285.—1940 Sunbeam-Talbot 3-litre saloon, in excellent order, one owner.—Holden Automotive & Marine Co., Ltd., Shipbuilders, Yarmouth, Wight. Tel. 384 (night ext.). [1487

£333!!! Magnificent Sunbeam-Talbot 4-litre de luxe saloon, last pre-war model, real quality car with tremendous performance and satisfying comfort, looks worth £700.—Below.

£355!!! Sunbeam-Talbot 10hp de luxe saloon, identical with post-war model, in magnificent condition and has genuinely been mistaken for post-war model, worth £600, 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1952 Sunbeam-Talbot 90, H.M.V. radio, heater, small mileage, first-class condition; £1,025.—J. Davy, 180-182, Kensington High St., W.8 (Western 9641), and 215, Brompton Rd., S.W.3 (Kensington 1108). [C1069

1949 Sunbeam-Talbot 90 saloon, champagne/red leather, fitted heater, very carefully used, three months' warranty; £625.—Wadham Bros., Ltd., Automobile House, Banister Rd., Southampton. Tel. 2991-5. [1691

ROSE & YOUNG, Ltd., offer: Sunbeam-Talbot 90 saloon, actual 1952 Monte Carlo Rally works car, numerous modifications, low mileage, exceptional condition; £950.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station), Tulse Hill 6464. [C3057

1939 Sunbeam-Talbot 10hp 4-door sunshine roof sportsman's saloon, finished in unblemished black and re-chromed, upholstered in brown leather with new carpets to match; a very attractive car in really superb condition; fitted new battery and many extras; £320; terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

Sunbeam-Talbot Cars Wanted

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121 [W3044/R

Sunbeam-Talbot Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R

R

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333)

CANTERBURY.—(Canterbury 3252)

ROCHESTER.—(Chatham 2231).

WROTHAM Heath (Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED, 1948 2-litre (13.9hp) saloon, must be in perfect order.—Price and full particulars to Box 6495. [1630

RICHARDS & CARR buy Sunbeam-Talbots.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

£800/£850 cash waiting for best Sunbeam-Talbot or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676 [W3016

1940 Sunbeam-Talbot saloon, 10hp, wanted, good order; inspection; private.—Details to Atkinson, 1, Mill St., Maryport, Cumberland. [1799

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681 [1441

H. F. EDWARDS urgently require good Sunbeam-Talbot for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

Sunbeam-Talbot Spares and Service

GEARS, parts, reconditioned guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0803

TALBOT

£195.—Talbot 10hp 1938 4-seater tourer, good condition, taxed year.—Bec. 4729. [1835

£150—1938 Talbot 3-litre saloon; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

£115 or £60 down.—Talbot 95 saloon, 1937, exceptional condition, smart appearance; wants seeing.—7, Radcliffe Rd., Croydon 1503. [C2041

225gns.—Talbot 10, September, 1936, foursome drop head coupe, black, grey leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

SPECIALISTS in repairs to pre-war Talbots.—Hewitt and Gosden Ltd., 289, London Rd., Croydon. Tho. 2022. [0808/R

JOHN BLAND for Talbot, new water manifolds and pumps in stock.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

GEARS, parts, reconditioned guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0801

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

TRIUMPH

ACRES offer:—

1952 Triumph Renown saloon, finished in bottle green with leather upholstery to match; many extras including heater and radio, speedometer reading 10,000 miles, undoubtedly genuine, carefully used and maintained and in magnificent condition throughout; must be a bargain at £825.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

ROUNDABOUT offer:—

1953 model Triumph Mayflower, in green cellulose with fitted heater, 900 miles only; £650.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [C3058

ELITE MOTORS offer:—

1947 (Late) Triumph 1800 Roadster, black/beige, excellent chassis, just decarbonized, very attractive appearance; £515.

1951 Triumph Renown, maroon/beige, radio and heater, speedometer reading 16,000 miles, one owner, faultless condition; £860.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

1948 Triumph Roadster, immaculate condition, one owner.—Tel. Molesey 3746 or 480. No dealers. [1538

TRIUMPH

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1939-40 Triumph Dolomite 1½-litre roadster, stored and unused 18 months, just resprayed in very attractive dual colours, very fast and economical, a popular design in coachwork and very much sought after by enthusiasts; 329gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yeards). [C4047

TOM GARNER, Ltd., offer:—

1952 Triumph 2-litre Renown saloon, metallic grey with red upholstery, heater, radio, 15,000 miles; £1,045.

TOM GARNER Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 Roadster, very fast attractive car; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GLANFIELD LAWRENCE offer:—

1948 (Nov.) Triumph 1800 razor-edged saloon, black, radio, heater, seat covers, etc., one owner, 27,000 miles, exceptional throughout; £585.—407, High Rd., N.12 Finchley 0091. [C2053

DAGENHAM MOTORS, Ltd., offer the following car:—

1949 Triumph 2000, grey; £575.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

£525 Triumph Renown 1948 sln., excellent mechanically, faultless cellulose and interior many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

1937 Triumph Vitesse drop head coupe; £185.—Wembley Court Motors, High Rd., Wembley. Wembley 3787-8. [C4050

1952 (October) Triumph Mayflower saloon, 2,000 miles £595.—S. P. Erskine & Sons, Ltd., Woking. Woking 30 [115

ROADSTER Triumph 2000, spotless condition, 1949; £585 or exchange saloon.—45, Shirehall Park, N.W.4. Hendon 1648. [1702

1951 Triumph 2000 saloon, grey and blue leather, fitted radio and heater, pass lamps, low mileage, showroom condition; £750.

JOHN CAMPBELL MOTORS 415, Holloway Rd., N.7. North 4441 [C1086

1950 Triumph Renown; £685.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1949 Triumph Roadster, very fine order; £603.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1949 Triumph 2000 Roadster, very low mileage, beautiful in every way; £695.—Taylor & Crawley, 48, Kensington Court, W.8 Western 6015. [C4036

1938 Triumph Dolomite, immaculate condition; £295, part exchange; terms arranged.—King's Autos 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2033

£595!!!—Late 1949 Triumph 2000 Roadster, bronze, red leather, a one-owner car, fastidiously maintained and in very fine condition in every sense, 24,000 recorded miles.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1949 Triumph Roadster coupe, metallic green with red leather, Vanguard engine, new tyres, faultless mechanical condition, guaranteed; £575.—Griffin's Garage, Weybridge 1491. [1896

1951 Triumph Renown, one owner, moderate mileage, metallic green, absolutely immaculate; £825.—Silverthorne Motors Ltd., 1,013, Finchley Rd., N.W.11. Meadway 2288 or Euston 7811. [C4011

£525!!!—1947 Triumph 1800 sports saloon, only two owners have maintained this vehicle perfectly; the finest example we have had; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1951 Renown sal., black, heater, covers, one owner, 4,500 miles only, exactly as new; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

NEW! Not quite (indistinguishable from) 1951 Triumph Renown, black, fitted radio, heater, loose covers, beige leather, low mileage, carefully owned elegant motor car; exceptionally good value at £795

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

TRIUMPH Renown limousine, only run 6,600 miles, registered July, 1952, list price £1,490; our price £975; ideal chauffeur driven car, six-month guarantee.—Eastern Motor Co., Ltd., 52, George St., Edinburgh, 2. [1677

ROSE & YOUNG, Ltd., offer: 1949 Triumph 2000 razor-edged saloon, immaculate condition, metallic silver; £595.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1939 Triumph 16 Roadster with host of extras, just out of store, original condition, with superb performance; £350; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

1949 Triumph 2000 just fitted with XK120 body, expertly converted, interior and exterior identical to the famous Jaguar, finished in pastel green, photograph on request; £775, or exchange.—Harrowside Motors (Bpl.), Ltd., Harrowside, Blackpool, S.S. Tel. 41157. [1864

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

£595 !!—A beautiful one private owner 1949 Triumph saloon, recent replacement works engine at cost of £75, grey with beige leather; also 1947 1800 saloon, black and fitted radio, absolutely unmarked, £520.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow. [C3025

PRIDE & CLARKE, Ltd.—1952 Triumph Mayflower saloon, black/brown leather, 8,000 miles, one owner, heater £629; 1951, black/maroon maroon/beige or blue/blue leather, all low mileage, heater, one owner, choice three from £559; 5 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3066

Triumph Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Triumph cars.—520, Euston Rd., N.W.1. Euston 1212. [0974/R

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

TRIUMPH in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

FRICKERS of Holland Park wish to purchase high grade Triumph saloons.—Tel. Park 5077. [W2051

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

£850 cash waiting for best Triumph or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Triumph Mayflower.—May. 5051. [W3045

PERFORMANCE CARS urgently require Triumphs.—Great West Rd., Brentford, Middlesex. Ealing 6841; or—

107, New Cavendish St., Great Portland, St., W.1. Museum 6221. [W3041

ROADSTER 1948/49 wanted privately, must be good condition throughout; full details and price required.—Conolly Smith, 52, Sandfield Rd., Arnold, Notts. [1915

Triumph Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0397/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7753. [0145/R

GEARS, parts, reconditioned, guaranteed gear boxes (including Gloria), shock absorbers, repairs.—10, Winchester Mews, N.W.5. Prim. 6159. [0194

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5522). [0555/R

UTILITY CARS

G W. WILKIN, Ltd., offer:—

1950 Bradford utility, one owner; £350.

G W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

JACK STONE & SON offer:—

1950 Ford 10 5-seater, metal body; 1946 Ford V.8 7-seater, maple wood body; 1942 Ford 10 7-seater Martin Walter Utilecon; 1939 Ford Prefect 5-seater coachbuilt body, wooden utility bodies built to your own specifications, £135; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. [C4021

1948 Hillman Estate car, in nice condition; £425.—Wray Park Garages, Reigate 2263. [1861

1949 Jowett de luxe utility, excellent order; £350.—Odeon Motors, Ltd., Barnet 4100. [C3028

PHANTOM II 13-seater shooting brake, excellent condition, ideal for hotel, school, athletic club; £400.—Box 6651. [1841A

£465.—Alvis 1½-litre 1947 shooting brake 5-seater, excellent wood body, large luggage space, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

1948 registered Humber shooting brake, 20hp; £175.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

1949 Bradford utility, excellent order; £295.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

£230.—Ford Mercury brake, reg. '47, Canadian built body, steering column change, comfortable 8-seater, removable seats.—Box 6620. [1811

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1950 Vanguard Estate, radio and heater, 16,000 miles; £685.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. 5228 (5 lines). [C1050

FORD 8hp Martin Walter, 1950, 12,000 miles, absolutely indistinguishable from new, real bargain at £395.—Dykes, Twyford Moors, Winchester, Twyford (Hants) 2179. [1821

UNREGISTERED Jeep, fitted most attractive new utility body, excellent condition throughout; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

UTILITY CARS

1952 Ford 10cwt utility, elm built body, 11,000 miles, genuine; £475, exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom: Molesey 6199. [C3037

1950 Jowett Bradford utility, green, 17,000 miles, one owner, any inspection invited, 3 months' guarantee; £300.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WHY accept less for your utility or estate car when you get its full market value from Ferraris of Cricklewood, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2006

CARR BROS. GARAGES, at any depot, 21, Soho Sq., W.1 (Ger. 6678/9); Putney Bridge Ser. Stn., S.W.6 (Ren. 6395); Airways Garage, opp. London Airport (Hou. 4606); or Head Office, Purley, Surrey (Uplands 4812-3). [W1041

VAUXHALL 10

£395.—Vauxhall 10 saloon, 1947, but '52 condition.—Below.

£250.—1939 Vauxhall 10 saloon, clean car.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

BRUTONS, Ltd., 1946 Vauxhall 10 saloon, good condition; £395.—13-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0842. [C1026

VAUXHALL 10 saloon, body and wings damaged; price £65, can be driven away; callers only—Snows, 481, Lea Bridge Rd., Leyton, E.10. Ley. 5496. [1872

£265.—Vauxhall 10 1939 4-dr. sln., excellent cellulose, leather interior, sldg. roof, good mechanically, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

Vauxhall 10 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

VAUXHALL 12

CM CAR SALES (Pri. 6623) offer:—

1946 Vauxhall 12 saloon, good condition throughout; £590.

THREE months' guarantee, terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

£295.—Vauxhall 12 saloon, taxed, excellent condition.—St. Albans 2050. [C2012

1936 Vauxhall 12 saloon, back axle, springs, brakes overhauled, resprayed; £130.—Tel. Maida Vale 1541. [1803

1947 (November) Vauxhall 12 saloon, black, brown interior, one owner; £365.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1946 Vauxhall 12hp, grey, brown hide, good condition, recent replacement engine; £395; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1947-8 Vauxhall 12 saloon, black, with brown interior, in excellent condition throughout, fitted new battery, new oil coil, new heater, almost new tyres, taxed for the year; £375, terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C5000

VAUXHALL 14

BLUE STAR GARAGES, Ltd., offer:—

1938 Vauxhall 14hp, £185.—63, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

£335.—Vauxhall 14 saloon, taxed, excellent condition.—St. Albans 2050. [C2012

14-40 Vauxhall tourer, 1927, aluminium bodywork, good condition throughout; £110.—Butcher, 27, Featherdell, Hatfield, Herts. [1662

1948 Vauxhall J type 14hp saloon, black, brown leather, new condition; £485.—12, Church St., Luton 4212. [1888

1946-7 Vauxhall 14 saloon, excellent, guaranteed; £585, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

£395 !!!—Late 1946 Vauxhall 14 J type saloon, a privately owned car in very good all-round condition, carefully used and maintained; lower mileage than average.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1948 (March) Vauxhall 14, J type saloon, royal blue with brown hide upholstery, reconditioned engine recently fitted, mechanically excellent throughout, guaranteed; £425.—Griffin's Garage, Ltd., Weybridge 1491. [1895

VAUXHALL WYVERN & VELOX

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1949 1950 Vauxhall Velox, extremely nice condition throughout, fitted radio and heater, negligible mileage, one owner only; 499gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

B. J. HUNTER, Ltd., offer:—

1952 Series Vauxhall Velox saloon, low mileage; £825.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER, Ltd., offer:—

1953 Vauxhall Wyvern saloon, black with brown upholstery, 250 miles only; £955.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

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WARWICK WRIGHT, Ltd., offer:—

1952 Vauxhall Velox saloon, radio and heater, black, 10,000 miles; £845.

1951 Vauxhall Wyvern saloon, grey, 3,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1951 Vauxhall Velox, finished black, low mileage, choice of two.

ARLINGTON MOTOR Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [1057

1953 Model Vauxhall Velox saloon (sq. engine), 3,000 mls.—Below.

1952 (June) Vauxhall Wyvern saloon (sq. eng.), 4,000 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028

1952 Vauxhall Velox saloon, square engine, black, grey and maroon upholstery, 8,000 miles, completely as new; £845.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1952 E series, bluish grey, blue and grey leather, radio, heater, 9,000 miles; £825.—Tel. Coventry 5411. [1745

1950 Vauxhall Wyvern, low mileage; £585.—E.F.S. Motors, Kingston-By-Pass, Esher. Tel. Emberbrook 3000. [C2004

1949 Vauxhall Velox de luxe saloon, one owner, 15,000 miles only, black with brown hide, a beautifully maintained vehicle; £615.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [C4050

1950 Vauxhall Velox de luxe, grey with red leather, superb condition throughout; £550.—12, Church St., Luton 4212. [1888A

VAUXHALL Velox, May, 1951, one owner, excellent condition; £585.—Broadway Motor Co., 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [1185

1952 Velox 18hp saloon, black with grey interior, genuine 5,000 miles, in superb condition throughout; £855.—Robbins, East Putney. Tel. 4581. [1553

1951 Vauxhall Wyvern, black, brown leather, 10,000 miles, genuine, one owner; £675.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham 2254.) [1914

100 miles.—1953 Wyvern saloon, black brown leather.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 8598. [C1027

1953 Wyvern, 100 miles only; £895, exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom: Molesey 6199. [C3037

1952 Vauxhall Wyvern (new look, but not square engine), mileage 10,000, unmarked, taxed; £750.—Bruce France, 6a, Cromwell Mews, South Kensington, Fla. 0513. [C2014

NAYLOR & ROOT.—1951 Vauxhall Velox, metallic grey, red hide, radio, heater, 14,000 miles only; £655; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1950 Vauxhall Velox black saloon, 30,500 miles, one private owner, first-class condition, available 20th; £540.—Apply Corner Garage, Bournemouth Rd., Ferndown, Dorset. Tel. Ferndown 21. [1727

1949 Vauxhall Velox, black with fawn leather upholstery, one owner, excellent condition throughout; £495.—Garage Service Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green. Speedwell 8692 or 3408. [C2019

1949 (March) Vauxhall Velox saloon, black with brown leather, radio, heater, immaculate and outstanding specimen, thoroughly recommended, written guarantee; £550, terms, exchanges.—H. F. Edwards, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [C2059

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VAUXHALL 25

1939 Vauxhall 25 saloon, exceptional condition.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

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REQUIRED immediately by private owner, Volkswagen, through trade or privately.—Box 6628. [1289

CHILTERN CARS require Volkswagen.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

VOLKSWAGEN required.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

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MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7980) branches have factory trained mechanics, and offer you full service with repair and parts facilities. [0655/R

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1938 Willys 15hp saloon, in really excellent condition, only one previous owner; £165, or terms arranged.—C. & S. Motors, Dudden Hill Lane, Neasden, London, N.W.10. Gladstone 6605. [1865

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EUSTACE WATKINS, Ltd., the sole London distributors.

1950 (November) 6/80 saloon, moonstone grey, 14,000 miles, one owner; also another in green.—EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

H. BEART & Co. offer:—

1952 Wolseley 6/80 saloon, finished in metallic green, fitted H.M.V. radio, very small mileage and virtually as new throughout; £895.—102, London Rd., Kingston-on-Thames. Tel. 3548. [C1081

WOLSELEY

TOM GARNER, Ltd., offer:—

1952 Wolseley Six-Eighty saloon, moonstone grey with brown upholstery, heater, radio, loose covers, 6,000 miles only; £995.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

PHILIP RICKARDS, Ltd., offer:—

1952 Wolseley 6/80 saloon, grey, 3,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/5. [C5051

£265.—1959 Wolseley 14 saloon, also 1957, £175.—Below.

£185.—1958 Wolseley 18 drop head coupe, clean car.—Below.

£165.—1957 Wolseley 18 saloon; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1938 Wolseley 12 saloon, black with leather upholstery; first-class condition throughout; £275. [C1056

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C5004

WOLSELEY 14-60, 1939, black, brown leather, immaculate, ideal family car; no dealers.—Northwood 2662. [1692

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3548. [0085/R

1950 (October) 4/50, black, brown leather, radio, heater, spotlight, low mileage, beautiful condition; bargain, £620.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

1950 Model Wolseley 450 saloon, cellulose grey, leather interior, appearance as brand new; £625.—12, Church St., Luton 4212. [1887

CASE'S MOTOR MART.—An outstanding 1939 14/60 Wolseley saloon, black, genuine 32,000 miles, one owner; written guarantee.—5, Warren St., W.1. Euston 3523. [C1090

1947 Wolseley 18/85 saloon, finished black with brown leather and cloth upholstery, fitted loose covers and heater; this car is in exceptional condition; £415.

H. W. MOTORS, Ltd., Walton-on-Thames 2404/5/6. [C2042

NAYLOR & ROOT.—1950 Wolseley 6/80 saloon, beige, brown hide, one careful owner, attractive; £595; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

1952 (June) Wolseley 6/80, black, one owner, in exceptional condition; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

£385.—1939 Wolseley, 12/48 saloon, black, brown hide, in immaculate condition throughout, identical to post-war; £135 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ARCHIE SIMONS & Co., Ltd.—1950 (Oct.) Wolseley 6/80 saloon, colour maroon, brown leather upholstery, nominal mileage, one fastidious owner since new; £695.—94, Gt. Portland St., W.1. Lan. 1545. [C4013

JACK ROSE, Ltd., Wolseley agents and stockists, offer 1952 Wolseley 4/50 saloon in silver grey, positively unmarked inside and out, mileage 8,000; accept £895; new 6/80 models in stock; any car in exchange.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

365 gns.—Wolseley 14/60 1959 de luxe saloon, black, sliding head, green leather, twin passlights, good tyres, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

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THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—520, Euston Rd., N.W.1. Eus. 1212. [0721/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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Wolseley Cars Wanted

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BLAKES, Wolseley distributors, will purchase any Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7737

H. P. EDWARDS urgently require good Wolseley for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2005

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WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R

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BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0523

GEARS parts, guaranteed gear boxes (incl. N.F.), engines, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Primrose 6159. [0076

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

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1950 Morris 5cwt van, nominal mileage and the property of one careful owner since new, £265; 1952 (Aug.) Morris Cowley pick-up fitted with bench seat and tonneau cover to rear, very low mileage and like new throughout, £465; 1952 Austin A70 pick-up fitted with tilt, one owner since new, genuine mileage only 15,000, taxed year, outstanding value at £455.—102, London Rd., Kingston-on-Thames. Tel. 5848. [C1081

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1948 Ford 8 van, very nice condition; £200.—Wembley Court Motors, High Rd., Wembley. Wembley 8787/8. [M4050

LYNE, FRANK & WAGSTAFF, Ltd., offer:—

MORRIS Commercial 10cwt new gown van, finished blue, complete with interior fitting; £650.

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56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

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1951 Austin A.40 pick-up, very clean; £395.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [1897

1938 Morris 2-ton box van, in primer, good runner, good tyres; £95.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755. [C2025

1952 (February) Austin A40 Pick-up, 14,000 miles, carefully used.—Weybridge 600. [C4023

AUSTIN A40 van (new), immediate delivery.—Eastern Motor Co., Ltd., 52, George St., Edinburgh, 2. [1674

1949 Austin A40 Pick-Up, colour green, exceptional condition; £350.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 161-2. [C4051

1950 Ford 5cwt van, plain, £235; exchanges, terms. Palmers, 4, Russell Gardens Mews, Kensington Park 9704. [C3054A

1950 (Nov.) Austin A40 van, genuine 25,000, unlettered, heater and extra seat; £275.—Hammersley, Derby St., Leek. [1639

BRADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225/6. [0284/R

STANDARD Vanguard pick-up (new), immediate delivery; exchanges; extended payments.—Eastern Motor Co., Ltd., 52, George St., Edinburgh, 2. [1676

1947 Austin 10 van, completely overhauled and painted; £275.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea, S.W.3. Tel. Fla. 7345. [1750

1950 (Nov.) Morris 5-cwt van, green, unwritten special large body, very smart; £265.—Bells, Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [M1016

1948 (Nov.) Ford 5cwt van, excellent condition, £185; also new Ford 5cwt and 10cwt vans, ex stock.—The Goldings Park Motor Co., Ltd., London Rd., Basingstoke. Bas. 241. [9969

1939 Morris 25.30cwt van, one owner, exceptional condition throughout; £155.—Full particulars from Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1951 (Oct.) Fordson 10cwt van, unpainted, one owner, taxed December, quite unblemished; £410.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [M4004

1952 Ford 10cwt van, £350; 1950 Ford 10cwt van, £250; 1950 Ford 5cwt van, plain, £235; 1950 Morris 5cwt van, £255; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3054

1952 (December) Morris Cowley 10-cwt van, 2,500 miles only, immaculate condition; £555.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [M1076

ARCHIE SIMONS & Co., Ltd.—1952 (June) Austin A40 gown van, coachwork by Mayfair, nominal mileage, one fastidious owner, in showroom condition throughout; £555.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

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NASH cars, spares and repairs through Nash Concessionnaires, Ltd only.—Nash St., Albany St., N.W.1. Euston 5558-9 [0562/R

OLDSMOBILE

DISTRIBUTORS (RAVELENCE), Ltd.—Sales Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 350-1. [0882/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600.) Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus 2874-5 [0199/R

PACKARD

SOLE Concessionnaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0750/R

PEUGEOT

TOM KNOWLES, sole Peugeot concessionnaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5383 [0898/R

PONTIAC

PONTIAC.—U.S. Concessionnaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey.

SOLE concessionnaires for Porsche cars Great Britain; new cars available to Corps Diplomatique, U.S. Forces and overseas visitors.—Tel. Ripley 2361. Cables: Cobunwagen, London [0572/R

RENAULT

METROPOLIS GARAGES, Ltd., the Renault distributors for sales, service and spare parts for all models.—1-51, Maclise Rd. (Olympia), W.14. Sho. 5385-6-7. [0626

AUTO SALES (LONDON), Ltd., are the North London distributors for the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59/65 Belsize Rd., N.W.6. Tel. Mal. 5555 [0110/R

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1½-litre, delivery ex stock one only.—Montrose Motors, Wembley 2636 [0765/R

H. M. BENTLEY & PARTNERS Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

1½ Riley olive green, immediate delivery, part exchange.—Cranmore, Ltd. Tel. Potters Bar 2040. [N1062

RILEY.—John S. Truscott, Ltd., official agents; immediate delivery; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4055

NEW 1½-litre Riley saloon for immediate delivery, black, green upholstery.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Square, W.1. Grosvenor 2565. [1908

ROLLS-ROYCE

CAR MART, Ltd.

NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5434. [N1059/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540 [0520/R

DAVID ROSENFIELD, Ltd.

OFFICIAL Manchester Rolls-Royce and Bentley retailers.

SHOWROOMS: 1/5 Peter St., Manchester 2

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.

MANCHESTER 8. Tel. Blackfriars 2302 [0561/R

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

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HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

COME to the pre-war specialists for anything Rover.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. [0580/R

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-9. [0245/R

H. M. BENTLEY & PARTNERS Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

KJ MOTORS, Ltd., Bromley main agents, offer delivery on all models.—Rav. 3456. [0287

1953 Rover P.4, black, green leather, heater, new, list £1,467.—Robbins, East Putney. Tel. 4581. [9601

CROYDON.—Main agents, Leathwood's Garages, Ltd., 205, St. James's Rd., Croydon. Tho. 1222. [0063/R

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service. Tel. 4444. [1660

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0666/R

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists, Alexandra Rd., Plymouth. Tel. 5055. [0901/R

DUNHAM & HAINES, of Luton.—We are Rover specialists in tuning for performance, also racing and rallies, etc.; contact us for sales and service; current models in stock.—Dunham & Haines, Luton 2100. [0340

LAND-ROVER

ROSENFIELD for Land-Rover distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942 [0692/R

NEW, unregistered Land-Rover for immediate delivery; £598; h.p. if desired.—Leathwood's Garages, Ltd., Main Agents, 205, St. James's Rd., Croydon. Tho. 1222. [1879

SINGER

B. J. HUNTER, Ltd., offer:—

IMMEDIATE delivery Singer SM Roadster, part exchanges, deferred terms.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [N2040

SM 1500 Saloons and SM Roadsters, 1953 models, quick delivery.

DISTRIBUTORS.—G. E. Lawrence (Motors), Ltd., New St. Garage, Aylesbury. Tel. 366. [0726/R

SINGER.—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Deritend 12; Works, Alcester Rd., Moseley 13. [0166/R

STANDARD

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6068/9. [0026/R

ROWLAND SMITH'S for Standard.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.,

OFFER immediate delivery with service on the spot; day and night garage.—Berkeley Square, London, W.1. Gro. 4545. [0840/R

NEW Standard Vanguard, immediate delivery, comet blue; £510 plus purchase tax.

XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 8355. [N4060

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2, offer:—

STANDARD Vanguard Phase I saloon; immediate delivery. [N1001

VANGUARD saloon, Phase I, immediate delivery, at the new reduced price, £794/16/8, ex-works; part exchanges, easy payment facilities.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404 [N3020

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R

BLUE STAR GARAGE, 63, Fortune Green Rd., West Hampstead, N.W.6, for your Standard and Triumph cars; part exchange welcome; all h.p. facilities. [N4051

VANGUARD saloon, Phase I, with heater and radio, for immediate delivery at new reduced price; exchanges.—Frickers of Holland Park. Park 5077 [N2051

STANDARD.—John S. Truscott, Ltd., official agents; immediate delivery, exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4055

YOU couldn't do better than secure your new Standard now. Vanguard saloons available, current market value for your car, subject to inspection; with leather £825/18/11, ex works.

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STANDARD and Triumph (distributors in Surrey since 1911); complete range of new models on show.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kingston 5151-4. [0402/R

PRIDE & CLARKE, Ltd.—Exchange your car for a new 1953 Vanguard at maker's reduced price, choice of colour and specification; terms.—237, Brixton Hill, S.W.2. Tul. 3664. [0743/R

STANDARD

ROSE & YOUNG, Ltd., offer immediate delivery of Standard Vanguard, metallic silver; part exchanges welcomed.—65-68, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [N3057

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models, Hawley Cres., Camden Town. Gul. 4141. [0091/R

SUNBEAM-TALBOT

SUNBEAM-TALBOT saloon for immediate delivery.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2 [N3011

IF you are returning to England why not let us have your new car ready for you on arrival.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Berks. [N3011

1953 Sunbeam-Talbot 90 saloon, metallic grey, immediate delivery.—Parkway Garages, Ltd., Sandbanks Rd., Lilliput, Dorset. Tel. Canford Cliffs 78078. [1816

NEW Sunbeam-Talbot 90 saloon, satin bronze, red leather upholstery, for immediate delivery.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155 [C5014

TRIUMPH

ROWLAND SMITH for Triumphs.

IMMEDIATE delivery new Mayflower saloon.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [N4018

BLUE STAR GARAGES, Ltd., offer:—

NEW Triumph Renown; maker's list price.—63, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [N4051

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER immediate delivery with service on the spot; day and night garage.—Berkeley Square, London, W.1. Gro. 4545. [0856/R

D. J. SHEPHERD & Co. (ENFIELD), Ltd., can offer:—

IMMEDIATE delivery of Triumph Mayflower.—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1631 [N4000

MAYFLOWER saloon for immediate delivery; exchanges.—Frickers of Holland Park. Park 5077. [N2051

TRIUMPH Mayflower saloon, immediate delivery £701/10, ex-works; part exchanges, easy payment facilities.

McKINNON MOTORS Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404 [N3020

TRIUMPH.—John S. Truscott, Ltd., official agents; immediate delivery; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274 [N4055

KJ MOTORS, Ltd.—Standard, Triumph distributors for N.W. Kent, can offer delivery on all models.—Bromley, Kent. Rav. 3456. [0285

LANKESTER ENG. Co. Ltd., Standard & Triumph distributors; complete range of new models on show.—39-43, Eden St., Kingston, Kin. 3154. [0693/R

PRIDE & CLARKE, Ltd.—Exchange your car for the latest 1953 Renown or Mayflower; choice of colour and specification; terms.—237, Brixton Hill, S.W.2. Tul. 3664 [0741/R

YOU couldn't do better than secure your new Triumph now. Mayflower saloons available, current market value for your car, subject to inspection; £701/10, ex-works.

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EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchange and hire purchase.—12, Berkeley St., W.1 (Mayfair 5951) [N4066

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—

4—6, Berkeley Sq., W.1. Grosvenor 4528.

PARTS and service: Western Ave., W.3. Acorn, 4641. [0019/R

KJ MOTORS, Ltd., main dealers for Bromley, Orpington and district.—Bromley, Kent. Rav. 3456. [0221/R

WOLSELEY

R. C. WIMBUSH Ltd

IMMEDIATE delivery of one new Wolseley; early delivery other models; service facilities.

R. C. WIMBUSH, Ltd., 512, Earls Court Rd., London, S.W.5. Fremantle 8401. [N4056

ROWLAND SMITH'S for Wolseley.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [N4018

JACK ROSE, Ltd., Wolseley main agents, can supply from stock.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [N3056

YOU couldn't do better than secure your new Wolseley now; 6/80 saloons available and 4/40 saloons for early delivery.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

CHARLES RICKARDS, Ltd., Wolseley agents, new 6/80 models from stock, orders taken for 4/44.—56, Bayswater Rd., W.2. Pad. 1820. [N3050

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R

MARSTON MOTOR Co. for new Jaguar, Standard, Armstrong Siddeley, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately.—Call, 'phone or write Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, N.15. Tel. Sta. 6000. [0175/R

MISCELLANEOUS ADVERTISEMENTS

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SYNCHRO.
VAUXHALL self-drive 1950-52 Wyvern, Velox, heater, costs £7 ($19.60 U.S.) per week, winter 4gns. ($11.75 U.S.) per week, small mileage charge; alternative rates; radio, A.A., R.A.C., Continental touring; overseas visitors welcomed.—Synchro Garage, Ltd. 1, Petersham Mews, S.W.7. Western 4108 Cables: Synchro, London. [0636/R

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rea, 36, Mackenzie St. Tel. Slough 20501. [0132/R

IVOR HILL, Ltd.—A40s, 30/- per day; 50 free miles.—Revelstoke Rd., S.W.19. Wimbledon 5686. [0360/R

MANCHESTER.—Drive yourself 1952 saloons; overseas visitors specially catered for.
SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0646/R

IRISH touring, hire it and drive it, the Morris Oxford and Minor.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. [3132

SELF-DRIVE car hire service, post-war cars, competitive terms.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. Ric. 4014. [M2038

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Park 9864/5. [0466/R

LONTAX, Vic. 7771/2, the private chauffeur-driven car hire service; London's lowest rates.—Dolphin Square, S.W.1. [0042/R

SELF-DRIVE hire, inclusive terms, 1952 saloons.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [0458/R

YORKSHIRE.—Drive Yourselves (Hull), Ltd., Morris Minor, Oxford Six, Jaguar Mk. V.—362, Anlaby Rd., Hull 51039. [9191

SELF-DRIVE post-war Morris, Austin A40, Morris Minors.—Rons, Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [9064

HAROLD R. HILLS GARAGE.—Garage accommodation service high-class car hire.—5-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

WIMBLEDON CAR HIRE.—Self-drive specialists, 1951 and '52 Austin A40s and A70s from £1 a day.—Mansel Rd., S.W.19. Wim. 3834. [0811/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432.) [0679/R

A40s £10 p.w., 350 free miles; excess 6d per mile.—Truman's Garage, Arthur Court, Queensway, Bayswater, W.2. Bay. 6415. [0686/R

OVERSEAS tourists, modern self-drive cars may be hired from Self Motoring, Ltd., Elvaston Mews, Queen's Gate, S.W.7. Tel. Bayswater 8229. [5367

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage, cars delivered.—Bri. 5632; 290, Milkwood Rd., Herne Hill, S.E.24. [0683/R

NEW cars in perfect condition; self-drive from £1 per day and 6d per mile, including petrol, oil and insurance; minimum mileage over 60 miles per day; overseas visitors receive special attention.
WILSONS CAR HIRE SERVICES, Ltd., 34, Acre Lane, S.W.2 (Tel. Brixton 4011), and at 1, Dorking Rd., Epsom (Tel. Epsom 3901). [0802/R

UNLIMITED mileage from 10gns weekly (oil and insurance included), also Zephyrs, Consuls, Pilots, A40s, etc., at low rates.—Alliance, 29, Burne St., Edgware Rd., N.W.1. Paddington 2646/6801. [0618

SELF-DRIVE.—Coming on leave, visiting Britain? Keenest rates, reduced charges, extended periods; 50 latest models.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087/9. [0031/R

DRIVE yourself hire post-war cars, attractive rates, long or short periods, business or pleasure; overseas visitors specially catered for.—H. F. Edwards, 154, Gt. Titchfield St., London, W.1. Museum 6366 and Langham 0012. [M2003

OVERSEAS visitors are given special service, chauffeured or drive-yourself at Carr Bros. Garages.—Ger. 6678-9, Ren. 6393, Uplands 4811, Hounslow 4606, adj. Airport; call or write West End Depot, 21, Soho Sq., London, W.1, for details. [M1041

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors; chauffeur-driven saloons available, airports, stations, etc.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [M2024/R

SUSSEX MOTORS.—Self-drive or chauffeur-driven, 1951 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amb. 5025. [0589/R

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability, chauffeur driven, 1951-52 A40s and A70s from £1 a day to drive yourself.—12, Bourdon St., Berkeley Square, W.1. Mayfair 8689, and at 143, North End Rd., Golders Green, N.W.11. Meadway 2455. [0084/R

5 DAYS for £5; London's best tariff for commercial users; unlimited mileage tariff on request.—Drive Yourself Hire Co. (London), Ltd., 306, Seven Sisters Rd., Finsbury Park, N.4 (Can. 1131-2); 20, Grosvenor Place, Victoria, S.W.1. (Slo. 9844). (Garage Chester Close.) [0507/R

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WELBECK MOTORS, Ltd.
FOR far the finest self-drive or chauffeur-driven car hire get in touch with Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 3991 (6 lines). [M4049/R

NEW Ford Zephyr and Prefect saloons, self or chauffeur driven from £1 per day.—Gee Cars, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363 [0091/R

OVERSEAS visitors; a fleet of 1952-3 Austin Drivehyre saloons for hire to drive yourself; send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drivehyre stations throughout Britain. Also available for home market. [0211/R

COLLOMS CARS for self-drive, 1951 Austin A70s and A40s; Humber Hawks and Snipes; Ford Pilots; Austin 16s; all fitted heaters, A.A. facilities on all cars; 12gns per week, no mileage charge or extras; summer tariff from 15gns.—Tel. Maida Vale 5134/3651-2. Garage and Works, 290-300, Lanark Rd., W.9. [M1055

HIRE a car as private as your own from Victor Britain, the Car Hire Specialist, and drive away in a 1953 model from London's most convenient location; no extras; rates include all petrol and 4 or 5 can ride for the cost of one; from £1 a day or £6 a week, and 8d a mile; 24-hour service; reserve your car now.—Victor Britain, Ltd., 11, Great Cumberland Place, Marble Arch, W.1. Ambassador 2814. [1658

LUXURY travel at low cost in Britain and Europe.—300 new Jaguars, Austins, Fords, from £1 a day for 50 miles then 4d a mile or £2 a day unlimited mileage; H.M.V. radios, heaters, roof racks; recommended A.A. and R.A.C. This fleet is maintained at peak efficiency with Shell Petrol and Shell X-100 Motor Oil.—J. Davy, 8-9, Logan Place, Kensington, W.8. Fre. 6000. Or 215, Brompton Rd., S.W.3. Ken 1108. [0401/R

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PIRBRIGHT (near Guildford-Woking), Surrey.—Clarke's of Pirbright. Brookwood 2201/2. A.O. [2221/R

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RAYMOND WAY, the exchange specialists.
YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.
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ROWLAND SMITH will quote for your car in part exchange; highest allowances for motor cycles and 3-wheelers; particulars and list on request.
ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential; cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [M4018/R

RON McKENZIE invites you to his Motor Cycle & Car Exchange Centre, at 961, Chester Rd., Stretford, 2 miles Sth. Manchester; open to 8 p.m. and week-ends; terms if required. [0025

42FT reg. yacht Manya, handed twin screw, pneu-selector control of gears, 13 knots, ketch rig, value £3,350, or exchange smaller boat and cash or post-war Bentley car.—Lewis Motors, Gerrards Cross 3777. [9068

EXCHANGE your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms over 18 months.—Pride & Clarke Ltd. Stockwell Rd., S.W.9. Brixton 6251. [0036/R

36FT twin-screw motor cruiser, centre wheelhouse and bridge, Chine-type hull, Commodore pet/paraffin engines, 2/1 reduction and reverse gear, auxiliary generator, sleeps 4, Dunlopillo throughout, completed last year, used for trials only, lying Solent; £2,950, or near offer, or would exchange for recent Mk. VI Bentley.—Write Box 4876. [7299

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REPAIRS and installations of all types.
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SMALL quantity new Philips current model car radios, 6- or 12-volt, list price £34/4/6; disposal price, £25, carriage paid.—Bebbingtons, Victoria Square, Cleveleys. [1644

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1837. [0162/R

SPIKINS (TWICKENHAM), Ltd., 85-101, Heath Rd., Twickenham. Tel. Popesgrove 1955-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail; all makes available. [0116/R

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GROUT & Co. COACHBUILDERS, Ltd., 2 Iffley Rd., Hammersmith, Riverside 1048, are now in a position to accept any body repairs, recellulosing or to completely rebuild vehicles; estimates given on the spot. [0509/R

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OUR stocks of bodies are considerable and varied, Rolls, Bentley, Daimler, etc.; building repairs, alterations a speciality; enquiries invited; bodies bought.—Putney 7348. [0034/R

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BI-SEASONAL COACHWORK, 1, Rectory Rd., Devonport.—Open/closed cars, saloons converted; London; particulars, prices on request. [1511

TICKFORD, Ltd., Coachbuilders, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3335. Repairs executed of every description. [C4029

LARGE selection bucket seats and cushions for sports cars, utilities and vans; stamp list.—Derrington, 159-161, London Rd., Kingston. Kingston 5621-2. [M1071

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EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

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MOTOR garage and repairs, centre Bournemouth, no accommodation, leasehold; £1,500; freehold available; turnover £30,000.—Box 6353. [1737

GARAGE business, large Wiltshire village, estb. 30 years, no opposition; 3-bedroom house; good car hire; further particulars.—Write, Box 6397. [1462

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COACHBUILDERS and motor engineers, 18 miles S.W. London, industrial area, leasehold, 19 years to run; business £19,000 turnover; can be greatly increased; £5,500.—Box 6569. [1730

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IMMEDIATE sale required, owner ill; South Coast garage, long lease, good accommodation; ingoing £2,300, balance £1,200 repayable out of profits; half partnership considered, wonderful opportunity.—Box 6493. [1638

GODDARD & SMITH will be pleased to forward particulars of garages and filling stations in all parts of the British Isles upon receipt of enquiries to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (10 lines). [0290

FOR sale, garage and filling station, main road junction, Bolton, Lancs, modern bungalow and cafe attached, large site and forecourt, 6 pumps, workshop and store, turnover £15,000 per annum, fully equipped; £14,000.—Box 6622. [1818

OFFERS invited.—Service station, Thornton Heath, 5 pumps, well equipped workshop, grease bay, 4 lock-ups, petrol 1,800 gallons weekly, good repair connection, lease 21 years, freehold possibly available; showing loss under management.—Box 6629. [1840

UNUSUAL opportunity, owing to bereavement, old-established new and second-hand car business. Large main road showrooms with good frontage, well-fitted workshop at rear, also two vacant modern self-contained flats above; South London.—Box 6561. [M1032

ESSEX.—Main Chelmsford-coast road, architect designed garage/filling station with modern residence; garage for 12; 4 pumps selling 60,000 galls. per annum; price £10,000 freehold; mortgage available.—Sole Agents, Church, Howard & Hills, Ltd., The Garage Specialists 39, Kew Rd., Richmond, Surrey. Ric. 2351/2/3.

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WILTSHIRE.—Country garage with house, w/shop for 10, fully equipped, 2 electric pumps, scope for agricultural repairs; price freehold £6,750.—Church, Howard & Hills Ltd., as above. [M1047

HANTS, main road, close to Southampton, 110ft frontage, garage and filling station, petrol sales average 90,000, two semi-detached dwellings each with three bedrooms, bathroom, h. & c., attractive premises in excellent position and good business; to be let on 21 years lease at £6,000 ingoing, including stock and plant (less cars); rent £660 per year exclusive.—Box 6205. [9983

BUSINESS AND PROPERTY

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AN old-established firm of motor engineers offer their branch depot in busy town adjacent to Bournemouth, as a going concern; premises on lease, no living accommodation; accountants figures available; eight staff; £5,000 or near.—Box 6540. [1703

MODERN main road filling station, 30 miles N.W. of London; 4 modern pumps, 100,000 galls. p.a., all cash, with staff of one only; car sales 250 p.a.; terrific scope for increase; all main services; permanent buildings, fully equipped workshop, cloakrooms, offices, etc.; visible 2-300yds either direction, 300ft main road frontage with finest possible pull-in; freehold; £30,000 or close offer.—Box 6521. [1646

TORQUAY.—Garage and taxi business, established over 30 years, first time in market; almost adjoining Torre Station, "Clarke's Glenburnie Garage," Avenue Rd.; garaging for 9 cars, 6 taxis, taxi stands, good turnover; also freehold s.-d. house in excellent order, make good guest house, 3 rec., beds., etc.; would be sold separately; auction May 6 unless sold.—Particulars from Freeman & Partners, 3, Fleet St., Torquay. Tel. 7283. [1659

COLCHESTER 4½ miles. Roadside repair garage and petrol filling station situated in a prominent position on the main Yarmouth-London Road (A12), comprising shop, office, stores and large repair workshop (30ft×24ft), etc., together with a brick-built bungalow containing: 2 reception rooms, 4 bedrooms, bathroom; main electricity and water installed to bungalow and buildings; hot water system; cesspool drainage; vacant possession; price freehold £6,000, including goodwill, Tecalemit compressor installation and car hoist; s.a.v. (E.629.)—C. M. Stanford & Son, High St., Colchester. Tel. 3165. [1717

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SALESMAN, experienced, proved record.—Rootes Group Dealers, East Berkshire.—Box 6567. [1720

TECHNICAL representative required for South London area by London firm of engine repair specialists, salary and commission, car available.—Write Box 5569. [8775

SKILLED motor mechanics, one with auto-electrical experience; good rates, pension scheme.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. [M4034

CAR salesman required, must have selling ability and pleasing personality, London area, salary and commission; apply with copy references, giving age and details of previous employment.—Box 6636. [1853

SKILLED Ford mechanics required for new modern service station, excellent opportunities and wages.—Apply W. J. Brown, Ltd., 339, Finchley Rd., N.W.3. Tel. Ham. 4414. [1666

EXPERIENCED salesman required by Ford main dealers, excellent scope and prospects for keen industrious man.—K.T. & Eng. (Dartford), Ltd., The Brent, Dartford, Kent. [1754

COMPETENT fitter required for night work with Central London car hire company, top wages for first-class responsible man.—Apply to Chief Engineer, Tel. Clerkenwell 1368. [1669

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ELECTRICIAN—automobile and radio—required by Ford main dealers in N.W. London, excellent prospects and wages.—Apply W. J. Brown, Ltd., 339, Finchley Rd., N.W.3. Tel. Ham. 4414. [1668

MOTOR salesman required for new and used cars for North Country; only energetic man, able to work on own initiative, need apply; write, giving full particulars of age, experience and wages required.—Box 6524. [1650

MOTOR Salesman required for new branch in prosperous farming area, must be able to organise and work on own initiative, good opportunity; write giving age and experience and salary required.—Box 6526. [1664

SITUATIONS VACANT

CAR and light commercial vehicle salesmen required by long-established company in South London; good salary and excellent prospects; pension scheme; write, giving personal particulars, experience, etc., to—Box 6525. [1662

MANAGER required for Ford main dealers south-east coast, must have experience of Ford systems and methods.—Apply, giving details of past employment and training, stating salary required, to The Directors, F. H. Peacock, Ltd., 219-221, Balham High Rd., S.W.17. [1762

SERVICE manager, fully conversant with Ford vehicles and methods required for new garage for London main dealers; young and ambitious man preferred; present staff about 30.—Write, giving details of experience and when available to Box 6613. [1757

GARAGE manager required for old-established Home Counties business; only person with initiative, confidence and experience in managing a £200,000 turnover need apply; four figure salary and accommodation offered.—Box 6614. [1758

SERVICE manager with knowledge of American business methods for ultra-modern repair garage; only man capable of enforcing strict discipline in staff considered; write, stating age, experience and wages required.—Box 6523. [1649

WELL established garage in New Forest holding leading agencies, requires an experienced salesman-buyer, must be over 30; investment considered if required, flat available.—Write, stating experience and salary expected, Box No. 6565. [1709

MOTOR fitters urgently wanted, Ford experience preferred but not essential; one of the finest workshops in the country; good canteen facilities.—Apply Works Manager, W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). [M3065

CAR buyer required by large West Country distributors; must have held similar position, possess initiative and proved record.—Apply first instance, giving full particuars, General Manager, Car Sales (Plymouth), Ltd., 2/10, Summerland Place, Plymouth. Tel. Plymouth 2333. [1713

MOTOR vehicle receptionist and cost clerk required by Lamb's, Ltd., Woodford; applicant should have sound technical background, clerical experience and general sales ability.—Write giving details of age and experience, etc., to Service Manager, Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex.

CHASSIS and engine fitters required for Aston Martin and Lagonda car service department, only men used to high-class automobile work considered, excellent rate of pay and bonus scheme, good working conditions and canteen facilities; applicants should apply in person or writing to—The Labour Officer, David Brown Tractors (Engineering), Ltd., Hanworth Park, Feltham, Middlesex. [1696

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EXPERIENCED car cleaner requires night piece-work; quantity of cars no objection.—For. 8778. [1645

WORKS/GARAGE manager, 25 years practical experience all branches; London area.—Box 6475.

QUALIFIED automobile engineer, aged 47, seeks managerial appointment with prospects of directorship; 30 years' practical and administrative experience all branches of motor trade; capital available if required.—Box 6632. [1842

EXPERIENCED sales manager, aged 33, thorough knowledge all branches garage business, requires post or business agreement with concern wishing to expand; wide contacts, progressive, and used to very high annual turnover; highest references and education; South preferred.—Box 6568. [1728

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HANDBOOKS of cars and motor cycles; also good assortment of maps at all Halfords Branches in England, Scotland and Wales. [0085/R

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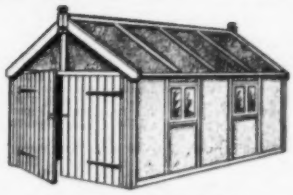

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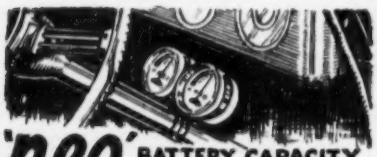

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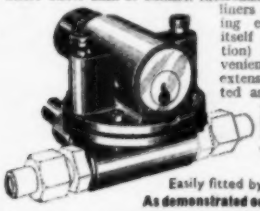

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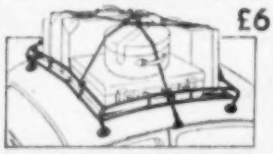

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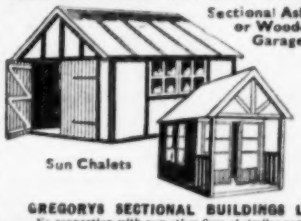

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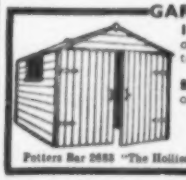

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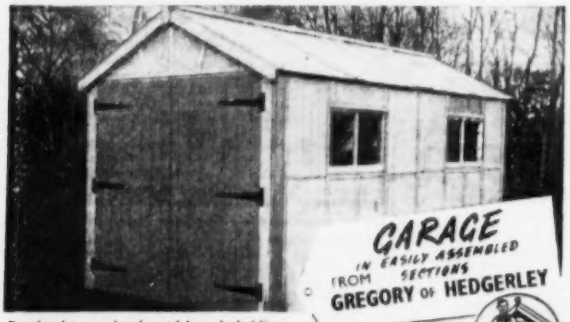

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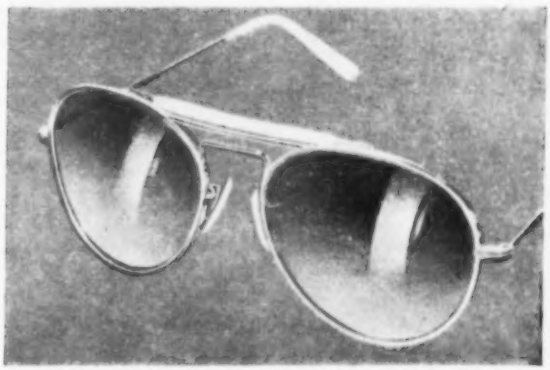

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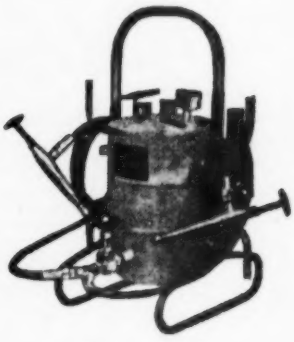

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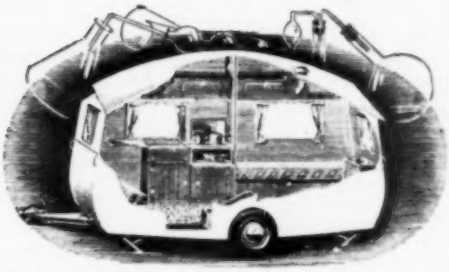

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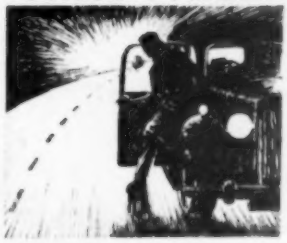

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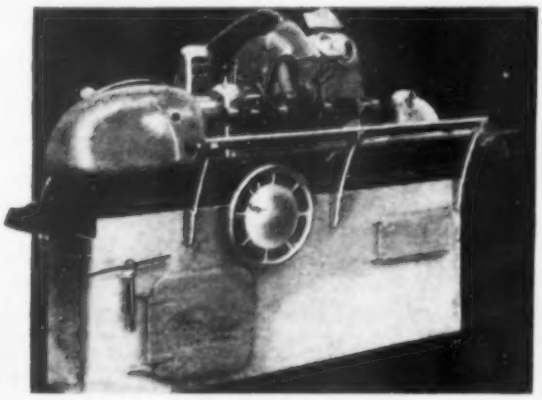

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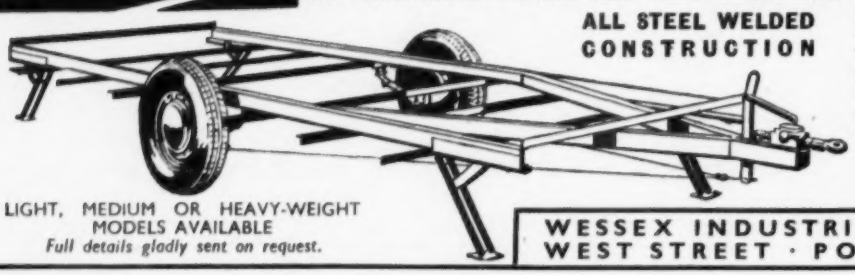

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